

Book # 739

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Ship "SCOTLAND"
Beyond scraps is the
Log of the Scotland
from March 1-1853
to end of voyage
April 25-1854

Minutes of Wm C Taber Will

- 1st To my granddaughters Mary L. & Anna L. King and Elizabeth King a note dated 12 mo 3rd 1855 for \$5000 - Signed by their father ^{Wm} Henry L. King
- 2nd To my Son Charles Taber his promissary note date 19 mo 1st 1867 for \$6000 - also two undivided tenth part of my real Estate situated on the North East corner of Union & Water street in New Bedford.
- 3rd To my Son Augustus Taber his promissary note payable to me date 2 mo 1st 1857 for \$5000 - also 4/10 part of the Estate as described above, also all my right title & interests in the Abraham Sherman Jr farm so called; which I purchased of Wm C. Taber Jr - excepting the house and lot on the South East corner.
- 4th To my daughter Ruth S. Murry a certain promissary note dated 8 mo 19th 1853 for \$5000 - Signed by Robert S. Murry; and thirty Shares New Bedford Gas Co Stock.
- 5th To my Son Abraham Taber a promissary note given by him 2 mo 1st 1854 amount \$5581 ³²/₁₀₀; and one of \$1054 ²⁴/₁₀₀ dated 2 mo 1st 1861; also one of \$1000 - dated 2 mo 1st 1867. and 20 Shares in the New Bedford Gas Co Stock
- 6th To my Daughter Susan L. Thompson The house lot & buildings corner of Fourth & Walnut Streets; and 16 Shares New Bedford Gas Stock
- 7th To Wm C. Taber Jr a note signed by him of date 2 mo 1st 1861 for \$6615 ¹¹/₁₀₀ and three undivided tenths of the Real Estate on the corner of Union & Water Streets.
- 8th To ^{my Son in Law} R. U. Ferris 2/10 of the Real Estate on the Corner of Union & Water Streets. and 40 Shares New Bedford Gas Stock the income to be applied for the Education of his children.
- 9th To ^{my Son} David D. Taber his note date 2nd 1st 1864 for \$4000 - & 1/10 of the Real Estate corner of Union & Water Streets; also 19 Sh Gas Stock.
- 10th To ^{my Son} John R. Taber a certain note signed by him date 3/12/78 for \$10000 - also 9 Sh 1st N Bank Stock of N.B. 9 Sh Mechanics do. 25 Sh Gas Stock & 1/10 of the Real Estate corner of Union & Water Streets.
- 11th To ^{my Son} Robert B. Taber a note signed by him for \$2932 ⁰²/₁₀₀ date 2/9/69. and one do 3 mo 15th 1873 for \$3400 - & 30 Sh New Bedford Gas Stock.
- 12th To the Overseers of New Bedford monthly meeting for the use of the Long Plain Propriety Meeting; a lot of land adjoining the Friends Meeting House in a situation which was conveyed to me by Elisha Nye Jr. and request that the same shall be enclosed.
- 12th Furniture to be divided between my Daughters Ruth & Susan. George Howland Jr is appointed Executor; and he is to sell horses; Carriages; and all other property not mentioned; pay all debts & General Expenses; and divide the Remainder between Ruth S. Murry & Susan L. Thompson

Partial Copy of Benjamin Tucker's Will

- 1st to his wife the Sum of one dollar she having received a marriage contract.
- 2^d To each of his grand children (11) Eleven in number \$2000 each
- 3^d To his Son John Tucker if living at the time of his death \$20,000
Two thousand dollars
- 4th The Rest & Residue to be divided in three equal parts. 1/3 to Charles R Tucker 1/3 to Rhoda Gifford. 1/3 in Trust for his Son John Tucker he receiving the income during his life; after him the said John Tucker's wife is to receive the income of \$5000 - The balance to his children, then said balance goes to said Benjamin Tucker's heirs.

Copy of Mrs Gifford's Will

Rhoda Gifford his Wife has all the ^{freed clear} furniture and the use of the house during her life. also the income of \$40,000 -

at the decease of his wife Rhoda \$20,000 - is to be kept in Trust, the interest is to be annually divided between his four children. and in case that either decease then such as went to the deceased child goes to his heirs the other as remaining \$20,000 - is to be divided between his four children

Charles W Gifford is to have his house that he lives in. and \$10,000 - extra for services rendered.

To Elizabeth & Mary T. Gifford \$2000 - each to make them equal to Lucretia share who has had an outfit

All the rest and residue to be equally divided between his four children.

Inventory. Personal Property

\$139 455 39

Real Estate

67 328 22

\$206,783.61

The widow take from this \$40,000

and Charles W Gifford " 10,000

50 000 00

4/156,783.61

39,195.90

Charles W Gifford receives at the death of his father. Extra

10 000 00

amount that Charles W Gifford received besides his house is. \$49,195.90

Isaac D. Kall's Will.

To his Wife \$15000 - and the use of his dwelling house. as long as she may see fit to use it; if she sell the same she is to receive 1/2 of the proceeds. she is to have as her own all the furniture. To Hannah, Charles & Gilbert each \$5000 - after deducting such sums as may be due from them to my estate. To Charles my Gold watch, To Alice my Piano forte, To Robert & Lyman the sum of \$6500 - as such part of that amt. as may not require to educate them; To his wife \$500 - to be given to the poor in any way she may think best; To my sister Jane Chase of Fall River \$150 - if she is living at my decease. after paying all legacies 1/2 of the residue to my wife 4

Remarks Sunday June 22^d 1867

Chronometer No 1802 Commences with light winds from
 S.W. of Greenwich mean time P.M. and clear all hands on board
 one minute & twenty — took our anchor and commenced
 four seconds " 1st 24 beating out of the Bay at 2 P.M.
 Gains five tenths of a second to anchor at 6 P.M. took
 second P.M. day " 00 " 0⁵ our anchor wind variable so ends
 Rate of Chronometer

Lat
 Long

No observation

Remarks Monday June 23

Eight day Chronometer Commences with light winds and
 No. 189. at 2 P.M. the Pilot left the Ship.
 Fast of Greenwich mean in company with two of the crew
 time Party one second Middle and latter part light winds
 Gains two seconds per day and thick fog from S.W. at midday
 sounded in 21 fathoms soft mudish
 Rate of Chronometer so ends "

No 189 daily
 June 23 " " 4⁵
 Rate so ends

Lat
 Long

No observation

Remarks Tuesday June 24

Chronometer No 1802 Commences with light variable
 Rate 28 0⁵ winds and thick fog all hands
 employed in fitting boats for
 Chronometer No 189 shallop intended several times
 Rate 00.47 during the day and mist fog
 30 and 40 fathoms latter part
 light winds from S.W. strong
 P.M. so ends this day with rain

No observation Lat
 Long

Remarks Wednesday June the 25th 1861

Chronometer No. 1802	Commences with light breeze
Rate 1 " 23	from S.W. course S.E. thick
Chronometer No. 189	fog and rain employed in
Rate 1 " 40	fishing boats and ships date
	middle and latter part calm
	on boat our anchors raised the
	chances between decks

Lat
Long

Remarks Thursday June 26

Chronometer No. 1802	Commences with light breeze
Rate 1 " 22	from N.W. course S.E. employed
Chronometer No. 189	in coaling lines and ships
Rate 51	date middle thick fog
	Latter part fine present within
	at 6 A.M. saw Blackfish toward
	without success saw several
	sails steering S.W.

Lat 39° 47' N

Long 68° 58' W

Chronometer No. 1802	Remarks Friday June 27
Rate 1 " 21 " 00	Commences with light breeze
Chronometer No. 189	from S.W. course S.E. S.E.
Rate 53 " 00	saw Blackfish and Crayfish
	middle and latter part
	a fine breeze from S.W.
	and fine present within
	course S.E. S.E. so ends

Lat 40° 10' N

Long 66° 59' W

Remarks Saturday June the 28th 1851

Chronometer No. 1802
Rate 1^h 21^m 00^s

Commences with a fine breeze from N. N. W. and fine pleasant weather steering E. S. E. employed in fitting rigging and boats middle and latter part took a squall from N. with rain thunder & lightning took in all sail so ends this day

Lat 40^h 22^m N

Long 65^h 33^m W

Chronometer No. 189

Rate 0^h 53^m

Remarks Sunday June 29th

Chronometer No. 1802

Rate 1^h 20^m 05^s

Commences with light wind from N. and thick fog steering E. S. E. middle and latter part calms and fog at 8 o'clock saw Black fish toward the boats without sails on sail in sight so ends this day

Lat 39^h 47^m N

Long " " "

Remarks June the 30th

Chronometer No. 1802

Rate 1^h 20^m 00^s

Commences with light winds from N. with fog saw Black fish on sail in sight but out for Broad middle and latter part light winds & sails in sight employed in ship's duty

Chronometer No. 189

Rate 00^h 57^m 00^s

Lat 39^h 34^m N

Long 66^h 42^m W

no 7

Remarks on Board Ship Scotland July 1st 1851

Tuesday the 1st 1851

Commences with a fine breeze from E.S.E. steering to the S. started one cask of water employed in ships duty two sails in sight Middle and latter part light winds and pleasant with

Chronometer No 1802

Rate 1st 19.05

Chronometer No 189

Rate 00th 57th 00

Lat 39th 00 N

Long 60th 03 W

Remarks Wednesday the 2nd

Chronometer No 1802

Rate 1st 19 00

Chronometer No 189

Rate 1st 01.00

Commences with light winds from E. steering by the wind to the S and E saw nothing employed in making boat sails and ships duty Middle and latter part the same

Lat 38th 12 N

Long 57th 20 W

Remarks Thursday the 3rd

Chronometer No 1802

Rate 1st 18 05

Chronometer No 189

Rate 1st 03.00

Commences with calms one ship in sight watch employed in ships duty Middle and latter part fine breezes from W with rain steering E and sail in sight so ends

Lat 38th 24 N

Long 57th 30 W

Amount of 1 day ...

Interest ...

Rate ...

Interest ...

Rate ...

Amount of 1 day ...

Interest ...

Rate ...

Interest ...

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Amount of 1 day ...

Interest ...

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Interest ...

Rate ...

C. A. C. J. S. L. S.

The following is a list of the
names of the persons who
were present at the
meeting of the
Board of Directors
of the
Company held on
the 1st day of
January 1881.

James L. Smith
John A. Smith
John B. Smith
John C. Smith
John D. Smith
John E. Smith
John F. Smith
John G. Smith
John H. Smith
John I. Smith
John J. Smith
John K. Smith
John L. Smith
John M. Smith
John N. Smith
John O. Smith
John P. Smith
John Q. Smith
John R. Smith
John S. Smith
John T. Smith
John U. Smith
John V. Smith
John W. Smith
John X. Smith
John Y. Smith
John Z. Smith

John A. Smith
John B. Smith
John C. Smith
John D. Smith
John E. Smith
John F. Smith
John G. Smith
John H. Smith
John I. Smith
John J. Smith
John K. Smith
John L. Smith
John M. Smith
John N. Smith
John O. Smith
John P. Smith
John Q. Smith
John R. Smith
John S. Smith
John T. Smith
John U. Smith
John V. Smith
John W. Smith
John X. Smith
John Y. Smith
John Z. Smith

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Handwritten text, likely a letter or journal entry, covering the bottom half of the page. The script is cursive and somewhat faded.

9

(1) A_c

The first of these is the
fact that the population of the
country is increasing rapidly
and that the demand for
land is increasing correspondingly.
This is due to the fact that
the land is being cleared
for agriculture and for
pasture.

The second of these is the
fact that the land is being
cleared for agriculture and
for pasture. This is due to
the fact that the land is
being cleared for agriculture
and for pasture. This is due
to the fact that the land is
being cleared for agriculture
and for pasture.

The third of these is the
fact that the land is being
cleared for agriculture and
for pasture. This is due to
the fact that the land is
being cleared for agriculture
and for pasture. This is due
to the fact that the land is
being cleared for agriculture
and for pasture.

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1. The first part of the paper is devoted to a general
discussion of the subject, and is intended to show
the importance of the problem, and the necessity of
a systematic treatment of it. The second part
contains a detailed account of the various methods
which have been employed for the purpose, and
a comparison of their results. The third part
is devoted to a discussion of the various
theories which have been advanced, and a
comparison of their merits and demerits. The
fourth part contains a summary of the results
obtained, and a discussion of the various
problems which remain to be solved. The
fifth part is devoted to a discussion of the
various methods which have been employed for
the purpose, and a comparison of their results.
The sixth part contains a summary of the results
obtained, and a discussion of the various
problems which remain to be solved. The
seventh part is devoted to a discussion of the
various methods which have been employed for
the purpose, and a comparison of their results.
The eighth part contains a summary of the results
obtained, and a discussion of the various
problems which remain to be solved. The
ninth part is devoted to a discussion of the
various methods which have been employed for
the purpose, and a comparison of their results.
The tenth part contains a summary of the results
obtained, and a discussion of the various
problems which remain to be solved.

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17.88
25.20

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The first of these is the
 fact that the number of
 cases of the disease has
 been increasing steadily
 since the beginning of the
 year. This is due to the
 fact that the disease is
 highly contagious and
 is spread by contact with
 infected persons. The
 second fact is that the
 disease is more prevalent
 in certain parts of the
 country than in others.
 This is due to the fact
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 others. The third fact is
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 others. The ninth fact is
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 others. The tenth fact is
 that the disease is more
 prevalent in certain parts
 of the country than in
 others.

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S. 05

1. The first part of the paper is devoted to a general

discussion of the subject, and to a statement of the

principles which govern the action of the

various parts of the system.

The second part is devoted to a description of the

various parts of the system, and to a statement of the

principles which govern the action of the

various parts of the system.

The third part is devoted to a description of the

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The fourth part is devoted to a description of the

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The tenth part is devoted to a description of the

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principles which govern the action of the

various parts of the system.

The eleventh part is devoted to a description of the

various parts of the system, and to a statement of the

principles which govern the action of the

various parts of the system.

The first part of the paper
 is devoted to a general
 description of the
 country and the
 climate. The second
 part is devoted to a
 description of the
 people and their
 customs. The third
 part is devoted to a
 description of the
 government and the
 laws. The fourth
 part is devoted to a
 description of the
 religion and the
 superstitions. The fifth
 part is devoted to a
 description of the
 arts and the
 sciences. The sixth
 part is devoted to a
 description of the
 commerce and the
 industry. The seventh
 part is devoted to a
 description of the
 military and the
 naval forces. The eighth
 part is devoted to a
 description of the
 education and the
 literature. The ninth
 part is devoted to a
 description of the
 history and the
 events. The tenth
 part is devoted to a
 description of the
 future and the
 prospects.

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1. The first part of the paper is devoted to a general discussion of the problem of the existence of a solution of the system of equations (1) for arbitrary values of the parameters α and β . It is shown that the system has a solution for arbitrary values of the parameters α and β if and only if the condition $\alpha + \beta = 1$ is satisfied.



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Feb 11 1872

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Received of the Board of Directors of the
American Board of Commissioners for Foreign Missions
the sum of \$100.00
for the purchase of land for a school
in the town of New Bedford
Mass.
This receipt is valid for all purposes
except where it may be otherwise
expressly provided.

Received of the Board of Directors of the
American Board of Commissioners for Foreign Missions
the sum of \$100.00
for the purchase of land for a school
in the town of New Bedford
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American Board of Commissioners for Foreign Missions
the sum of \$100.00
for the purchase of land for a school
in the town of New Bedford
Mass.
This receipt is valid for all purposes
except where it may be otherwise
expressly provided.

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I was for a while a wife. (My name)

I was for a while a wife. (My name)

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to

to

I was for a while a wife. (My name)

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Feb. 1844
R. ...

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Remembrance of the 1st of January 1812

The year 1812 was a year of
great calamity to the United States
and to the British Empire. It was
a year of war and of bloodshed.
It was a year of suffering and of
grief. It was a year of death and
of destruction. It was a year of
tragedy and of sorrow.

The year 1812 was a year of
great calamity to the United States
and to the British Empire. It was
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of destruction. It was a year of
tragedy and of sorrow.

The year 1812 was a year of
great calamity to the United States
and to the British Empire. It was
a year of war and of bloodshed.
It was a year of suffering and of
grief. It was a year of death and
of destruction. It was a year of
tragedy and of sorrow.

1. The first part of the paper is
the most important. It is the
one which is most often
used. It is the one which
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1864

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Remembrance of the 1st of April 1852

Very much of the same kind
as the first of the year
the weather was very
warm and the sun
shone brightly
the wind was from the
south and the sea was
calm

Remembrance of the 2nd of April 1852
The weather was very
warm and the sun
shone brightly
the wind was from the
south and the sea was
calm

Remembrance of the 3rd of April 1852
The weather was very
warm and the sun
shone brightly
the wind was from the
south and the sea was
calm

I have been thinking of you
very much lately, and
wondering how you are getting on.
I hope you are well and happy.
I have been very busy lately,
but I have managed to find some
time to write to you. I am
well, and hope these few lines
will find you the same.

I have been thinking of you
very much lately, and
wondering how you are getting on.
I hope you are well and happy.
I have been very busy lately,
but I have managed to find some
time to write to you. I am
well, and hope these few lines
will find you the same.

I have been thinking of you
very much lately, and
wondering how you are getting on.
I hope you are well and happy.
I have been very busy lately,
but I have managed to find some
time to write to you. I am
well, and hope these few lines
will find you the same.

James Henry & Wife Scotland Nov 4

James Henry & Wife
residing in Scotland
the said James Henry & Wife
are the owners of the said
ship and cargo

James Henry & Wife
residing in Scotland

James Henry & Wife
residing in Scotland
the said James Henry & Wife
are the owners of the said
ship and cargo

James Henry & Wife
residing in Scotland

James Henry & Wife
residing in Scotland
the said James Henry & Wife
are the owners of the said
ship and cargo

1. I have been thinking of you & wondering
how you are getting on. I hope you are
well & happy. I have been very busy
lately, but I will try to find some time
to write to you soon.

2. I am well & hope you are the same.
I have been thinking of you very much
lately. I have been very busy, but I
will try to find some time to write to
you soon. I hope you are well & happy.

3. I am well & hope you are the same.
I have been thinking of you very much
lately. I have been very busy, but I
will try to find some time to write to
you soon. I hope you are well & happy.

Dear Mother
I have just received your letter of the 1st inst. and am
glad to hear from you. I am well and hope this
letter will find you the same. I have not much news
to write at present. I am still in the same place
and doing the same work. I hope to hear from you
again soon. I am your affectionate son,
John Smith

Dear Mother
I have just received your letter of the 1st inst. and am
glad to hear from you. I am well and hope this
letter will find you the same. I have not much news
to write at present. I am still in the same place
and doing the same work. I hope to hear from you
again soon. I am your affectionate son,
John Smith

Dear Mother
I have just received your letter of the 1st inst. and am
glad to hear from you. I am well and hope this
letter will find you the same. I have not much news
to write at present. I am still in the same place
and doing the same work. I hope to hear from you
again soon. I am your affectionate son,
John Smith

1842

June 1st

Dear Mother

I received your letter of the 28th and was
glad to hear from you. I am well and
hope this finds you the same. I have
not much news to write at present.
I am still in the same place and
doing the same work. I hope to
write you more often.

Love to all

Your affectionate son

June 1st

Dear Mother

I received your letter of the 28th and was
glad to hear from you. I am well and
hope this finds you the same. I have
not much news to write at present.
I am still in the same place and
doing the same work. I hope to
write you more often.



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Handwritten text in cursive script, likely a letter or journal entry. The text is faint and mostly illegible due to fading and bleed-through from the reverse side. Some words like "Dear" and "I" are faintly visible.

Second block of handwritten text in cursive script, continuing the narrative or correspondence. The handwriting is consistent with the first block, though the ink is even lighter.

Third block of handwritten text in cursive script, located in the lower portion of the page. The text is very faint and difficult to decipher.

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1. The first part of the
document is a list of names
and addresses. It is written
in a cursive hand. The names
are mostly of the form
"Mr. [Name] [Address]".
The list is organized in a
columnar fashion, with names
in the first column and
addresses in the second.
The handwriting is somewhat
faded, but the structure is
clear.

2. The second part of the
document is a list of names
and addresses. It is written
in a cursive hand. The names
are mostly of the form
"Mr. [Name] [Address]".
The list is organized in a
columnar fashion, with names
in the first column and
addresses in the second.
The handwriting is somewhat
faded, but the structure is
clear.

3. The third part of the
document is a list of names
and addresses. It is written
in a cursive hand. The names
are mostly of the form
"Mr. [Name] [Address]".
The list is organized in a
columnar fashion, with names
in the first column and
addresses in the second.
The handwriting is somewhat
faded, but the structure is
clear.

I have been thinking of you very much lately

I hope you are well and happy

I have been thinking of you very much lately

I hope you are well and happy

I have been thinking of you very much lately

I hope you are well and happy

I have been thinking of you very much lately

I hope you are well and happy

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I hope you are well and happy

I have been thinking of you very much lately

I hope you are well and happy

I have been thinking of you very much lately

I hope you are well and happy

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I have been thinking of you a great deal lately

and wondering how you are getting on

I hope you are well and happy
and that you are enjoying your life

I have been thinking of you a great deal lately
and wondering how you are getting on

I hope you are well and happy
and that you are enjoying your life

I have been thinking of you a great deal lately
and wondering how you are getting on

I hope you are well and happy
and that you are enjoying your life

I have been thinking of you a great deal lately
and wondering how you are getting on

Yours truly
6

I have been thinking of you a great deal lately
and wondering how you are getting on

I hope you are well and happy
and that you are enjoying your life

I have been thinking of you a great deal lately
and wondering how you are getting on

Yours truly
6



I have been thinking of you
very much lately & wondering
how you are getting on.
I hope you are well & happy.
I have been very busy lately
but I will try to write to you
more often. I have been thinking
of you very much lately & wondering
how you are getting on. I hope
you are well & happy. I have
been very busy lately but I will
try to write to you more often.

I have been thinking of you
very much lately & wondering
how you are getting on. I hope
you are well & happy. I have
been very busy lately but I will
try to write to you more often.

I have been thinking of you
very much lately & wondering
how you are getting on. I hope
you are well & happy. I have
been very busy lately but I will
try to write to you more often.

1. The first part of the paper is
a general introduction to the subject.
It is divided into two main parts.
The first part is a general introduction
to the subject. The second part is
a detailed account of the history of the
subject. The first part is a general
introduction to the subject. The second
part is a detailed account of the history
of the subject.

2. The second part of the paper is
a detailed account of the history of the
subject. It is divided into two main
parts. The first part is a general
introduction to the subject. The second
part is a detailed account of the history
of the subject.

3. The third part of the paper is
a detailed account of the history of the
subject. It is divided into two main
parts. The first part is a general
introduction to the subject. The second
part is a detailed account of the history
of the subject.

Put the Card in. Mark down

Handwritten text, likely a list or account, with several lines of cursive script. The text is mostly illegible due to fading and bleed-through from the reverse side.

Handwritten text, likely a list or account, with several lines of cursive script. The text is mostly illegible due to fading and bleed-through from the reverse side.

Handwritten text, likely a list or account, with several lines of cursive script. The text is mostly illegible due to fading and bleed-through from the reverse side.

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Remarks on the 1st of July 1841

Remarks on the 1st of July 1841
The morning was very fine and
the sun shone brightly. The
water was calm and the
air was cool. The
land was very green and
the trees were full of
leaves. The
people were very
happy and
the
land was very
green and
the trees were full of
leaves.

Remarks on the 2nd of July 1841
The morning was very fine and
the sun shone brightly. The
water was calm and the
air was cool. The
land was very green and
the trees were full of
leaves. The
people were very
happy and
the
land was very
green and
the trees were full of
leaves.

Remarks on the 3rd of July 1841
The morning was very fine and
the sun shone brightly. The
water was calm and the
air was cool. The
land was very green and
the trees were full of
leaves. The
people were very
happy and
the
land was very
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2. I have left behind I feel as if
I have been in the
the morning with a fine
day - 77° and wind from the
S.W. - 11. I have been
in the garden and
the evening has been a
very fine one - 77°
I have been in the
garden and the evening
has been a very fine one -
77°

3. I have been in the
garden and the evening
has been a very fine one -
77°

4. I have been in the
garden and the evening
has been a very fine one -
77°

I have just received by express
a box containing a quantity of
your good seed. I am
very much obliged to you for
it. I will sow it as soon as
possible. I hope it will
be a success. I will keep you
informed of the result.

I have just received by express
a box containing a quantity of
your good seed. I am
very much obliged to you for
it. I will sow it as soon as
possible. I hope it will
be a success. I will keep you
informed of the result.

I have just received by express
a box containing a quantity of
your good seed. I am
very much obliged to you for
it. I will sow it as soon as
possible. I hope it will
be a success. I will keep you
informed of the result.

1. The first thing I noticed
when I stepped out of the car
was the cold. It was a sharp
contrast to the heat of the car.
The wind was biting, and the
ground was frozen. I shivered
as I walked towards the house.
The door was open, and I
went in. The house was warm
and cozy. I took off my coat
and walked to the fireplace.
The fire was burning brightly,
and the room was filled with
the warmth of the flames.

I sat down on the sofa
and looked at the fire. I
felt a sense of peace and
comfort. The fire was so
bright and warm, it was
like a friend. I closed my eyes
and let the warmth of the fire
take over. I was so tired,
and the fire was just what I
needed. I fell asleep, and
the fire continued to burn.

I woke up the next day
and felt much better. The
fire had kept me warm all
night. I got up and went
to the kitchen. The coffee
was still on the stove, and I
took a cup. I sat at the table
and drank the coffee. I felt
better than I had in a long
time. The fire was still burning
in the fireplace, and I
felt a sense of peace and
comfort.

Concord Mass. 11th June 1852
Dear Mr. Emerson
I have just received your letter of the 10th inst.
and am glad to hear from you. I am well and hope
these few lines will find you the same. I have been
very busy lately with my family and have not had
time to write you more fully. I am, however, very
much interested in the progress of your work and
shall be glad to hear from you again soon.
Yours truly,
Wm. Lloyd Garrison

Dear Mr. Emerson
I have just received your letter of the 10th inst.
and am glad to hear from you. I am well and hope
these few lines will find you the same. I have been
very busy lately with my family and have not had
time to write you more fully. I am, however, very
much interested in the progress of your work and
shall be glad to hear from you again soon.
Yours truly,
Wm. Lloyd Garrison

Dear Mr. Emerson
I have just received your letter of the 10th inst.
and am glad to hear from you. I am well and hope
these few lines will find you the same. I have been
very busy lately with my family and have not had
time to write you more fully. I am, however, very
much interested in the progress of your work and
shall be glad to hear from you again soon.
Yours truly,
Wm. Lloyd Garrison

I have had the pleasure to receive
from you a letter of the 1st inst.
and in reply to inform you that
the same has been forwarded to
the proper authorities for their
consideration. I am, however,
unable to say whether it will be
successful or not. I am,
nevertheless, very anxious to
see that you are satisfied with
the result. I am, Sir,
Very respectfully,
Your obedient servant,
H. B.

I have the pleasure to inform
you that the same has been
forwarded to the proper
authorities for their
consideration. I am, however,
unable to say whether it will be
successful or not. I am,
nevertheless, very anxious to
see that you are satisfied with
the result. I am, Sir,
Very respectfully,
Your obedient servant,
H. B.

I have the pleasure to inform
you that the same has been
forwarded to the proper
authorities for their
consideration. I am, however,
unable to say whether it will be
successful or not. I am,
nevertheless, very anxious to
see that you are satisfied with
the result. I am, Sir,
Very respectfully,
Your obedient servant,
H. B.

Could be found
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Remarks on Board Ship Hatteras the 14th
Remarks Sunday the 14th 1872
Commenced with strong gale
from the North East to the South
East. Light breeze with
bitter frost strong breeze
with fog. Ice seen. Ship
was halting for edges. Strong
ice to the West of the ship. ^{up}
several thick fogs had
fallen and all the ice
left 6.1.1
July 14. 1872

Remarks Monday the 16th
Commenced with strong gale
from the North East to the South
East. Light breeze with
bitter frost. The ice called
back the head and the ice
and better part still blowing
back in the fog and heavy
fog. The ship the ^{Ellis}
Hatteras being 10 miles
left 6.1.1
July 16. 1872

Remarks Tuesday the 17th
Commenced with strong gale
from the North East to the South
East. Light breeze with
bitter frost. The ice called
back the head and the ice
and better part still blowing
back in the fog and heavy
fog. The ship the ^{Ellis}
Hatteras being 10 miles
left 6.1.1
July 17. 1872

Remarks on Good Ship Scotland August 8

Remarks on the 11th 1852
Commenced with a fair breeze
from the North East and
we stood Eastward
till the Alexander Bell
was under the land and then
blowing a fair breeze from the North
we stood Eastward till
the 11th 1852

Left 11th 1852
May 17 1852

Remarks on the 12th

Commenced with a fair breeze
from the North East and
we stood Eastward
till the 12th 1852
with squalls of rain and rain
the 16 ships were doing nothing
the 17th 1852

Left 12th 1852
May 18 1852

Remarks on the 13th

Commenced with a fair breeze
from the North East and
we stood Eastward
till the 13th 1852
the Howard and Charles
were very much snowed
down and the 16 ships
were doing nothing
the 17th 1852

Left 13th 1852
May 19 1852

Remarks on Board Ship Holland Aug 21

Remarks Saturday the 21 1852

Commenced with strong gales
with snow and rain. Boats of
fishing wharves at night on
board Middle and other
port under the same
hauled without success.
so goes boats of fishing
wharves

11 1/2 1/2 1/2 1/2
1/2 1/2 1/2 1/2

Remarks Sunday the 22

Commenced with light
gales and calm. Boats of
fishing wharves at night on
board Middle and other
port under the same
hauled without success.
so goes boats of fishing
wharves

11 1/2 1/2 1/2 1/2

1/2 1/2 1/2 1/2

Remarks Monday the 23

Commenced with strong
gales employed in cutting
finished commenced cutting
gales employed in cutting
finished commenced cutting
gales employed in cutting
finished commenced cutting

Notes on Land & Air Scotland Aug 24 1884

Remarks Tuesday 24 20 24

Commences with strong breeze from S.W. & employed in cutting grass and mowing. The grass is rather short but fine. The sheep are in good condition. The weather is rather warm and the sun is shining. The wind is strong and the sea is rough.

24 20 24
24 20 24

Remarks Wednesday 25 20 25

Commences with light breeze and fine pleasant weather. Employed in cutting grass and mowing. The grass is rather short but fine. The sheep are in good condition. The weather is rather warm and the sun is shining. The wind is strong and the sea is rough.

25 20 25
25 20 25

Remarks Thursday 26 20 26

Commences with light breeze and fine pleasant weather. Employed in cutting grass and mowing. The grass is rather short but fine. The sheep are in good condition. The weather is rather warm and the sun is shining. The wind is strong and the sea is rough.

26 20 26
26 20 26

Records of Capt. J. H. Paul, Surgeon

Records of Friday May 27

At 10 AM. I left the ship for
the hospital - getting there
and found that the patient
and doctor had been
from the ship and left
for the hospital and
found that the patient
was dead - the doctor
was not there - the
patient was dead - the
doctor was not there -

The patient was
dead - the doctor was
not there -

Records of Saturday May 28

At 10 AM. I left the ship for
the hospital - getting there
and found that the patient
was dead - the doctor was
not there - the patient
was dead - the doctor was
not there -

7

11

At 10 AM. I left the ship for
the hospital - getting there
and found that the patient
was dead - the doctor was
not there - the patient
was dead - the doctor was
not there -

Aug 1

Remarks Monday

Commenced with light breeze
at 10 AM. The wind
blew from the East
and the sea was
calm. The ship
went on at 11 AM
and arrived at 1 PM.

Remarks Tuesday
Commenced with light breeze
at 10 AM. The wind
blew from the East
and the sea was
calm. The ship
went on at 11 AM
and arrived at 1 PM.
Middle and Latt. part strong
breezes finished boiling and
in stowing down die in the water
hole so tents this month with 1900
the 1st 1882
Lat 67.50 N
Long 171 10 W

Remarks Sept 1st 1882
Commenced with strong breeze
from the Sun large number
ripsacks no boxes in sight
at 10 AM. The wind
blew from the East
and the sea was
calm. The ship
went on at 11 AM
and arrived at 1 PM.
Lat 67.50 N
Long 171 10 W

Is a hard copy. Kind. 1/1 1/2 1/2

[illegible]

I have had my hand set

I would say to you
that I am not
dying to
be
in
the
world
any more
than I am
in the
grave

4

I am not
dying to
be
in
the
world
any more
than I am
in the
grave

4

I am not
dying to
be
in
the
world
any more
than I am
in the
grave

Remarks on Board Ship Holland Sept 17th 1851

Remarks Friday the 17th

Commenced with strong breeze
from the West but in the forenoon
changed in feeling and
became strong Middle and
latter part light breeze sea
was fairly quiet & toward
and ended without incident
no ships crossing

Remarks Saturday the 18th

Commenced with light breeze
from the West in forenoon
became strong Middle and
latter part light breeze sea
and light fog commenced
boiling and slowing
down all spoke the Buss
Bremer Childs 12 staves
and also these 24 hours
long 11.00

Remarks Sunday the 19th

Commenced with light breeze
from the West in forenoon
became strong Middle and
latter part light breeze sea
and light fog commenced
boiling and slowing
down all spoke the Buss
Bremer Childs 12 staves
and also these 24 hours
long 11.00

Remarks on the 1st of May 1841

Remarks on the 20th of May 1841

Commenced with strong gales
faint rain - the wind
from the North - the sea
very rough - the water
very dark - the sky
very dark - the sun
very dark - the moon
very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

Remarks on the 21st of May 1841

Commenced with strong gales
faint rain - the wind
from the North - the sea
very rough - the water
very dark - the sky
very dark - the sun
very dark - the moon
very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

Remarks on the 22nd of May 1841

Commenced with strong gales
faint rain - the wind
from the North - the sea
very rough - the water
very dark - the sky
very dark - the sun
very dark - the moon
very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

Remarks on the 23rd of May 1841

Commenced with strong gales
faint rain - the wind
from the North - the sea
very rough - the water
very dark - the sky
very dark - the sun
very dark - the moon
very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

Remarks on the 24th of May 1841

Commenced with strong gales
faint rain - the wind
from the North - the sea
very rough - the water
very dark - the sky
very dark - the sun
very dark - the moon
very dark - the stars

By the way - the weather
is very bad - the sea
is very rough - the water
is very dark - the sky
is very dark - the sun
is very dark - the moon
is very dark - the stars

R. and his family left the 2nd
 of June and arrived at the
 10th of July. He had been
 in the hospital and had not
 been able to walk for some
 time. He had been in the
 hospital for some time and
 had not been able to walk
 for some time.

Remarks on Board Ship Scotland Sept 29th 1842

Remarks Wednesday the 29th

Commenced with a fine fair
at 2 A.M. at 4 A.M. (East by N)
at 7 A.M. the Cape Fare was
dist 13 miles (Cape Fare)
sland here. I.C. dist 20
miles string I by E latter
part strong fair and
at 11
Off the San St Lawrence island
dist 20 miles so end

Day of the 197.20

Remarks Thursday the 30

Commenced with strong
gales from N.W. string I.C. 20
at 4 A.M. at St Lawrence is
here N.C. dist 30 miles
from which we take our departure
Middle and latter part
strong gales with
squalls of rain and rain
fast in the night

Off Cape Fare 61.00
Day " " "

Remarks Wednesday the 1st 1843

Off October 1st 1842 Commenced
with a good fair I.C. with
squalls of rain and fair
string I.C. 20 miles
at 11 A.M. at 12 P.M.

at 1 P.M. at 2 P.M.
at 3 P.M. at 4 P.M.
at 5 P.M. at 6 P.M.
at 7 P.M. at 8 P.M.
at 9 P.M. at 10 P.M.
at 11 P.M. at 12 P.M.

at 1 P.M. at 2 P.M.
at 3 P.M. at 4 P.M.
at 5 P.M. at 6 P.M.
at 7 P.M. at 8 P.M.
at 9 P.M. at 10 P.M.
at 11 P.M. at 12 P.M.

Received of Mr. J. H. ...
the sum of ...
for ...
...

11 ... 18 ...

Received of Mr. J. H. ...
the sum of ...
for ...
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11 ... 18 ...

Received of Mr. J. H. ...
the sum of ...
for ...
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Charles Bates

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Records of the 11th

Records of the 11th

Records of the 11th

Records of the 11th

Records of the 11th

Records of the 12th

Records of the 12th

Records of the 12th

Records of the 13th

Records of the 13th

Records of the 13th

Remarks on board Ship Scotland Oct 14 1842

Remarks Thursday Oct 14

Commenced with a
fine breeze from the
N. by E. fine weather
clouds in the afternoon
at 4 P.M. the ship
was under way
at 5 P.M. the ship
was under way

At 11 P.M. the
ship was under way

Remarks Friday Oct 15

Commenced with a
fine breeze from the
N. by E. fine weather
clouds in the afternoon
at 4 P.M. the ship
was under way
at 5 P.M. the ship
was under way
at 6 P.M. the ship
was under way
at 7 P.M. the ship
was under way
at 8 P.M. the ship
was under way
at 9 P.M. the ship
was under way
at 10 P.M. the ship
was under way
at 11 P.M. the ship
was under way

At 11 P.M. the
ship was under way

Remarks Saturday Oct 16

Commenced with a
fine breeze from the
N. by E. fine weather
clouds in the afternoon
at 4 P.M. the ship
was under way
at 5 P.M. the ship
was under way
at 6 P.M. the ship
was under way
at 7 P.M. the ship
was under way
at 8 P.M. the ship
was under way
at 9 P.M. the ship
was under way
at 10 P.M. the ship
was under way
at 11 P.M. the ship
was under way

At 11 P.M. the
ship was under way

1800. 1801. 1802. 1803. 1804. 1805. 1806. 1807. 1808. 1809. 1810. 1811. 1812. 1813. 1814. 1815. 1816. 1817. 1818. 1819. 1820. 1821. 1822. 1823. 1824. 1825. 1826. 1827. 1828. 1829. 1830. 1831. 1832. 1833. 1834. 1835. 1836. 1837. 1838. 1839. 1840. 1841. 1842. 1843. 1844. 1845. 1846. 1847. 1848. 1849. 1850. 1851. 1852. 1853. 1854. 1855. 1856. 1857. 1858. 1859. 1860. 1861. 1862. 1863. 1864. 1865. 1866. 1867. 1868. 1869. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 24

[Faint handwritten text, possibly "L. ..."]

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From the Sound to the Sound (1841)
The Sound is a narrow
channel of water
between the islands of
Humbly Grove and
Humbly Grove. The Sound
is about 1/2 mile long and
1/4 mile wide. The Sound
is a very beautiful
place and is very
popular with the
people of the Sound.

From the Sound to the Sound
(1841) The Sound is a
narrow channel of water
between the islands of
Humbly Grove and
Humbly Grove. The Sound
is about 1/2 mile long and
1/4 mile wide. The Sound
is a very beautiful
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popular with the
people of the Sound.

From the Sound to the Sound
(1841) The Sound is a
narrow channel of water
between the islands of
Humbly Grove and
Humbly Grove. The Sound
is about 1/2 mile long and
1/4 mile wide. The Sound
is a very beautiful
place and is very
popular with the
people of the Sound.

1. *Sp. californica* Oct 23 1881
Common with fine least
weather. Flowed in past
beginning of June. In
the 1st week of June
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June

Oct 19th 1881
Common with light rain
and least. Flowed in
beginning and past. All
birds on land. In the
and after that fine. Several
several rainbows and some
clearness. In the
the 1st and 2nd of June

Oct 21st 1881
Common with light
rain and fine weather. In
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June
the 1st and 2nd of June

Remains as usual. 1st. 1st. 1st. 1st. 1st.

Remains as usual. 1st. 1st. 1st. 1st. 1st.

Remains as usual. 1st. 1st. 1st. 1st. 1st.

Remains as usual. 1st. 1st. 1st. 1st. 1st.

Remains as usual. 1st. 1st. 1st. 1st. 1st.

Remarks Sunday the 6th
Commenced with strong
breeze at 11 AM. Sailed
at 1 PM. for the
S. of the Cape of Good Hope
Sailed at 1 PM. for the
S. of the Cape of Good Hope

Remarks Monday the 7th
Commenced with strong
breeze at 11 AM. Sailed
at 1 PM. for the
S. of the Cape of Good Hope
Sailed at 1 PM. for the
S. of the Cape of Good Hope

Remarks Tuesday the 8th
Commenced with strong
breeze at 11 AM. Sailed
at 1 PM. for the
S. of the Cape of Good Hope
Sailed at 1 PM. for the
S. of the Cape of Good Hope

I have been thinking of you
 and wondering how you are getting on.
 I hope you are well and happy.
 I have been very busy lately
 but I will write to you soon.
 Love,
 John

I have been thinking of you
and wondering how you are getting on
I hope you are well and happy
I have been very busy lately
but I will write to you soon

I have been thinking of you
and wondering how you are getting on
I hope you are well and happy
I have been very busy lately
but I will write to you soon

I have been thinking of you
and wondering how you are getting on
I hope you are well and happy
I have been very busy lately
but I will write to you soon

London 1st June 1841
Dear Sir
I have the honor to acknowledge
the receipt of your letter of the 28th
inst. in relation to the
proposed alterations in the
rate of postage on newspapers
and periodicals.

I am sorry to hear
that the Government
are not disposed to
adopt the proposed
alterations. I am, however,
glad to hear that the
Government are not
disposed to increase the
rate of postage on newspapers
and periodicals.

I am, Sir, very
truly yours,
J. G. Smith

Dear Mother

I am well
and hope you are
the same. I have
not much news to
write at present
but will write again
soon.

I have been thinking
of you very much
and hope you are
well. I have been
very busy lately
but will write again
soon.

I have been thinking
of you very much
and hope you are
well. I have been
very busy lately
but will write again
soon.

June 22. Sunday. 1871. 1871.

I have just read of the death of the
great man who has lived so long
and who has done so much for the world
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country

I have just read of the death of the
great man who has lived so long
and who has done so much for the world
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country

I have just read of the death of the
great man who has lived so long
and who has done so much for the world
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country
and who has been so long a friend
of the people of this country

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Remarks on the 1st of Scotland Dec 7 1844

Remarks on the 1st of Dec 7 1844

The morning with strong wind from the N. steering to the N. and E. cold. The ship was in the harbor and the water was all ice.

1844

Remarks on the 1st of Dec 7 1844

The morning with strong wind from the N. steering to the N. and E. cold. The ship was in the harbor and the water was all ice. The ship was in the harbor and the water was all ice.

Remarks on the 1st of Dec 7 1844

The morning with strong wind from the N. steering to the N. and E. cold. The ship was in the harbor and the water was all ice. The ship was in the harbor and the water was all ice.

1844

28 ... hand ... 10. 12

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... Saturday the 11th
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... leather ...
... employed in ...
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... Sunday ...
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... 10. 12

I have the honor to acknowledge the receipt of your letter of the 11th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I have been thinking of
 the many ways in which
 the world is full of
 things that are not
 as they seem. There is
 a great deal of
 mystery in the world
 and it is our duty
 to try and understand
 it. The more we know
 the better we shall be
 able to live.

Several Medals & Coins
 Commemorative of the
 American Revolution
 & the War of 1812
 & the Civil War
 & the Spanish War
 & the Mexican War
 & the Philippine War
 & the Spanish American War
 & the World War
 & the Spanish Civil War
 & the Russian Revolution
 & the Chinese Revolution
 & the Indian Revolution
 & the Japanese Revolution
 & the Korean Revolution
 & the Vietnamese Revolution
 & the Cambodian Revolution
 & the Laotian Revolution
 & the Burmese Revolution
 & the Siamese Revolution
 & the Thai Revolution
 & the Indonesian Revolution
 & the Malaysian Revolution
 & the Singaporean Revolution
 & the Bruneian Revolution
 & the Sarawakan Revolution
 & the Sabahan Revolution
 & the East Timorese Revolution
 & the Indonesian Revolution
 & the Malaysian Revolution
 & the Singaporean Revolution
 & the Bruneian Revolution
 & the Sarawakan Revolution
 & the Sabahan Revolution
 & the East Timorese Revolution

22. 171. 18-2
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James Earl Montgomery

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 11th inst. in relation to the matter of the estate of the late John Montgomery deceased. I am sorry to hear of the death of your father and hope that you may find some relief from your grief.

I have also the honor to acknowledge the receipt of your letter of the 14th inst. in relation to the matter of the estate of the late John Montgomery deceased. I am sorry to hear of the death of your father and hope that you may find some relief from your grief.

I have also the honor to acknowledge the receipt of your letter of the 17th inst. in relation to the matter of the estate of the late John Montgomery deceased. I am sorry to hear of the death of your father and hope that you may find some relief from your grief.

Pennsylvania Land Office, Holland Dec 7 1853

Remains Friday the 21st

Remains with the lightness
of a well and in the morning
starting for the first time
in the light of the wind
and the sun and back
to the office and the
light of the sun and the
light of the sun and the
light of the sun and the

Remains Saturday the 22nd

Remains with the lightness
of a well and in the morning
starting for the first time
in the light of the wind
and the sun and back
to the office and the
light of the sun and the
light of the sun and the
light of the sun and the
light of the sun and the
light of the sun and the

Remains Sunday the 23rd

Remains with the lightness
of a well and in the morning
starting for the first time
in the light of the wind
and the sun and back
to the office and the
light of the sun and the
light of the sun and the
light of the sun and the
light of the sun and the
light of the sun and the

Remains Monday the 24th

Remarks on Board Ship Holland Jan 1858

Remarks Monday the 1st
Commenced with light rain
and fine pleasant weather
at 10 AM. It was wind E
at about 10 AM to the wind.
But the wind then put to the
west and at 1 PM it light
made fine shining day
employed in mending sails

Lat 43 30 N
Long 11 00 W

Remarks Tuesday the 2nd
Commenced with light
rain and pleasant weather
We employed in mending sails
at about 10 AM to the wind
heading in morning and
at 1 PM it was fine shining
day and nothing

Lat 43 30 N
Long 10 24 W

Remarks Wednesday the 3rd
Commenced with light
rain and fine pleasant weather
at about 10 AM to the wind
in the forenoon heading
at 1 PM it was fine shining
day and nothing
employed in mending sails

Lat 43 30 N
Long 10 00 W

P. n. on land. Ship Scotland Jan 1, 1863

Remarks Thursday the 6th
Clear, calm, with light air
from E. at 10 A.M. S.W. at
noon. Light breeze and
clouds in the afternoon
and evening. Light
breeze from S.W. at
night. Clear, calm, with
light air from S.W. at
daybreak.

Remarks Friday the 7th
Clear, calm, with light
air from S.W. at 10 A.M.
and 1 P.M. Light breeze
from S.W. at 4 P.M. and
at night. Clear, calm,
with light air from S.W.
at daybreak.

Remarks Saturday the 8th
Clear, calm, with light
air from S.W. at 10 A.M.
and 1 P.M. Light breeze
from S.W. at 4 P.M. and
at night. Clear, calm,
with light air from S.W.
at daybreak.

Remarks on board. Sigsbee's Log. July 1843

Remarks Sunday the 7th

Commenced with strong
wind from N.W. blowing
middle and latter part
fine weather about the
middle part of afternoon
2.00 from looking so much
and about the same

L. H. 02.10 S
Long 1844. 50 W

Remarks Monday the 10th

Commenced with light winds
in the morning and
in afternoon began to sun-
doubled twisted the topsails
and W. heading to land
leave squares of main tatter
to the middle all sail stowing
to the bottom so much

L. H. 03.25 S
Long 1844. 50 W

Remarks Tuesday the 11th

Commenced with fine
breeze from N.W. strong
at sunset took in main
heading. W. squares with
main. While the wind better
part squares stowing etc.
so much to day. Evening
a fine wind from the N.W.

L. H. 02.30 S
Long 1844. 50 W

Remarks on Board Ship Scotland Jan 12 1855

Remarks Wednesday the 12

Commenced with strong
gales from S.W. and ship
headed to the N. and up'd
the by stars passed the 5th
and Main sail. Middle
and latter part squally
with rain and S.W. strong
breeze. At daylight
made sail standing S.E.

Lat 3.210 N
Long 154.10 W

Remarks Thursday the 13

Commenced with
strong breeze from
N. headed to the S
and one fathom at sun-
set took a fair heading
S.W. Middle and latter
part squally with rain
at daylight made sail
standing S. and S.W.

At 11 o'clock

Remarks Friday the 14

Commenced with rain
and strong breeze from
S.W. headed to the S. Middle
and latter part squally
with rain from N. at 4
made the S. and
the toward a Roaches
island and with

At 11 o'clock

Remarks on board ship Scotland Jan 14 1853

Remarks Saturday the 15th

Robert M. Cannell
of duty sick

Commenced with strong gales
from W. S.W. with squalls
of rain at sunset took
in sail (boarding) S. Middle
and latter part squalls
with rain at daylight
made sail (board) island
light employed
firing ship

W. Henderson

Remarks Sunday the 16th

Commenced with strong
breezes from S.W. with
squalls of rain at sunset
took in sail (board) several
natives on board Middle
and latter part fair weather
with strong gales from
S.W. at daylight made sail
and stood in for the island

At 10.00

10.11

Remarks Monday the 17th

Commenced with strong
breezes from S.W. with
squalls of rain at sunset
three natives
from the island (board)
and (board) steering S. at
sunset (board) island bore
& S. distant 10 miles
took in sail (board)
S. Middle and latter part
heavy squalls with rain made
sail at daylight steering S.

Remarks on board ship. Cottrell Jan 21, 1853

Remarks on Sunday the 22^d

Commenced with strong
winds from the North & the
fog continued in the forenoon
but cleared away in the
middle and latter part
light breezes & during
the day light & fine
the night during the 23^d

Left 11 23.20
Jan 182.15

Remarks on Monday the 23^d

Commenced with light
breezes from the North during
the forenoon middle and latter
part light breeze from the
South. The sea rather
rough & during the night
and heavy.

Left 11 23.20
Jan 182.10

Remarks on Tuesday the 24th

Commenced with light
breezes from the North & showers
of rain during the forenoon
but cleared away in the
middle and latter part
the night

Left 11 24.50
Jan 182.10

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1868
Commenced on board ship "Holland" Feb 20 1868
Remarks: The weather was

Commenced with a gale
with rain from 10 AM to
1 PM. The wind was
S.W. by W. and the latter
part of the day was
calm and the rain
ceased.

11 02 AM
Jan 1868

Remarks: The weather was
Commenced with a strong
gale from S.W. with rain.
The sea was in sight and
the latter part of the day
with some squalls of rain.
The wind was S.W. and
the rain ceased.

11 02 AM
Jan 1868

Remarks: The weather was
Commenced with a strong
gale from S.W. with rain.
The sea was in sight and
the latter part of the day
with some squalls of rain.
The wind was S.W. and
the rain ceased.

11 02 AM
Jan 1868

Remarks on the ... of Holland Feb. 5. 1853

Remarks on the ...

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11. Nov. 1853

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Remarks on the ...

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11. Nov. 1853

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Remarks on the ...

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11. Nov. 1853

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Received of Mr. [illegible] the sum of [illegible]

My dear friend
I have just received
your letter of the 10th inst.
and am glad to hear
that you are well.
I am also well and hope
to hear from you soon.
Yours truly,
Wm. Lloyd Garrison

At night

3. 10. 11

London 11. Dec. 1844

[illegible]

St. 2nd Miles 17
St. 3rd 17

1) *Leucophaea maculata* H. & M.

(Was) increased with the
 amount of the 1000 shares
 at 25¢ each, and the
 balance of the same
 with the same amount
 of cash. The same
 in company with the
 same

1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 2482. 2483. 2484. 2485. 2486. 2487. 2488. 2489. 2490. 2491. 2492. 2493. 2494. 2495. 2496. 2497. 2498. 2499. 2500. 2501. 2502. 2503. 2504. 2505. 2506. 2507. 2508. 2509. 2510. 2511. 2512. 2513. 2514. 2515. 2516. 2517. 2518. 2519. 2520. 2521. 2522. 2523. 2524. 2525. 2526. 2527. 2528. 2529. 2530. 2531. 2532. 2533. 2534. 2535. 2536. 2537. 2538. 2539. 2540. 2541. 2542. 2543. 2544. 2545. 2546. 2547. 2548. 2549. 2550. 2551. 2552. 2553. 2554. 2555. 2556. 2557. 2558. 2559. 2560. 2561. 2562. 2563. 2564. 2565. 2566. 2567. 2568. 2569. 2570. 2571. 25

Remains Friday the 11th

10. ... as with light air
from ... Middle and ...
at light breezes with
rain. Same nothing, but
... to the ... so end
this day with rain

Commenced with light
frozen rain & continuing
W M & M. Went on rain.
Middle and Matt
at Calms so ends
his week employed
in setting up Capt's
and ship's store;

Wt 01.485 ct
Long 1.74 in 00

Denmark Sunday 13

Commences with fresh
gales from N. N. W. on
at middle and latter
part of same week.
N. and S. winds &
rain and not much

1. *Amphispiza bilineata*, *Amphispiza bilineata*, 11, 1853

remained Monday the 17th

[illegible]

4 20 ..

and the light
 steering
 at the
 steering
 at the light

11. 11. 11.

Peter Hedman

[illegible]

11, 12, 13, 14

Remarks on board Ship Collard Feb 17, 1853

Remarks Thursday 17

Commences with strong
winds from S.W. at mid-
night the ship is in the
port strong gales to 17
leaves at 10 P.M.
part strong trades steering
N.W. by W ship Walter Scott
in sight employed in
fitting up ship

Lat 11° 00' N

Long 200° 40' W

Remarks Friday 18

Commences with strong
winds from S.W. at mid-
night the ship is in the
port strong gales to 17
leaves at 10 P.M.
part strong trades steering
W.N.W. employed in
setting up casks for
water and fitting
up ship

Lat 11° 20' N

Long 205° 30' W

Remarks Saturday 19

Commences with strong
winds from S.W. at mid-
night the ship is in the
port strong gales to 17
leaves at 10 P.M.
part strong trades steering
the same the ship
backs employed in
fitting ship and rigging

Lat 11° 48' 00" N

Long 210° 00' W

1. 1. on board ship Holland Feb 20 1853

Remarks Sunday the 21st

Clear morning with some
light breeze steering N. by E.
at 11 AM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.

Lat 19° 00' N
Long 20° 00' W

Remarks Monday the 22nd

Clear morning with some
light breeze steering N. by E.
at 11 AM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.

Lat 19° 00' N
Long 21° 00' W

Remarks Tuesday the 23rd

Clear morning with light
airs from N. by E. steering
N. by E. Middle and
at 11 AM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.
at 1 PM light breeze from N. by E.
at 3 PM light breeze from N. by E.
at 5 PM light breeze from N. by E.
at 7 PM light breeze from N. by E.
at 9 PM light breeze from N. by E.
at 11 PM light breeze from N. by E.

Lat 19° 00' N
Long 22° 00' W

Remarks Wednesday 22

Commences with light
air and fine weather
steering W by N & N
middle and latter part
fine breezes at daylight
on the island of Tinian
employed in getting up
chains and getting anchors
the bow to end

Remarks Thursday the 24

Commences with fine
breezes from SE steering
W & N 2 PM boat went
on shore could not get
water nor recruits returned
to the ship made sail
steering S & W by N for
island of Rota at 9
came to anchor at Amata
in 3 fathoms water
at 10 PM on shore

Remarks Friday 25

Commences with fine
weather employed in getting
water Midday and
latter part fine breeze
with showers of rain
employed in hauling and
hoisting down water

Remarks Saturday the 26th
Commences with strong
trades finished getting water
tugs on board 4.50 P.M. At 8
P.M. took our anchor and com-
menced beating up to the
Larbar Middle and latter
part strong trades ship
off the Larbar waiting for a
pilot to end

Remarks Sunday 27.
Commences with strong
trades at 4 P.M. came to
anchor in 25 fathoms of
water Middle and latter
part strong gales saw several
sails pass by the Larbar
employed in cleaning
made on board
so ends this day

Remarks Monday the 28th
Commences with strong
gales from C.E. employed
in painting ship Middle
and latter part strong
gales with rain so ends
all hands on board

Remarks on board Ship Scotland March 1

Remarks Tuesday the 1

Commences with strong
gales from NE with rain
employed in painting ship
Middle and latter
part strong gales employ
in fitting and painting
ship at Starboard
watch on liberty

Remarks Wednesday 2

Commences with strong
gales from NE employed
in painting ship and
boats Middle and
latter part the same
Starboard watch on
liberty so ends to
day

Remarks Thursday 3

Commences with strong
gales from NE employed
in painting ship and
boats and fitting rigging
Starboard watch on
liberty Middle and
latter part strong gales
with showers of rain

Remarks on board ship Scotland March 4
Remarks Friday the 4 1853
Commences with strong gale
from N.E. with rain employed
in fitting ship. Middle
and latter part squalls.
Starboard watch on
liberty to end.

Remarks Saturday the 5.
Commences with strong
gale from N.E. with
showers of rain employed
in fitting ship. Middle
and latter part fresh breezes.
The starboard watch came on
board. ^{our} William Hammar.
Missings.

Remarks Sunday the 6.
Commences with strong
gale from N.E. with rain. Middle
and latter part
more moderate. The Starboard
watch on liberty.
our Missings man came on
board. So mote it be.

Remarks on Board Ship Scotland March 7.

Remarks Monday the 7.

Commenced with strong Breeze
and pleasant weather. at work
painting ship. and Boats.
The Pilot sent a Boat
on board to search for men.
Called all hands off. searched
the ship and found 4 men
stowed in the stove boat.
Two of them belonged to
the sea, and two to the
Water. Scoy sent them on
board. Middle and latter parts
painting Re.

Remarks Tuesday the 8.

Commenced with fresh Breezes
the men employed in stowing
water and wood. this day
received 13.00 pounds of
potatoes on board Middle
and latter part strong
breezes so ends to day

Remarks Wednesday

Commenced with strong
breezes but fine weather
employed in taking on
board Potatoes and
painting ship. Larboard
batch returned on board
all hands on board -
are Man sick on shore
Middle and latter
part the same

Remarks Thursday 10th

Commences with strong
breezes and fine weather
employed in painting ship
all hands on board
Middle and latter part
pleasant weather took
on board 18.00 for timber
ends to day tint
up four days to leave
watch

Remarks Friday 11th

Commences with fine
weather employed in
painting ship and staking
on board wood and potatoes
Middle and latter part
fine gales but fine
weather so ends all
hands on board

Remarks Saturday 12th

Commences with fine
airs and fine pleasant
weather employed in
painting ship inside
took on board one
ton of potatoes Middle
and latter part strong
trades so ends all
hands on board

March 13

Remarks Sunday the 13

Commences with fine
pleasant weather Middle
and latter part strong
trades several arrivals
to day so ends all
lands on board

Remarks Monday 14

Commences with light
airs from E. & E. employed
in maintaining ship's heads
and taking on board
recruits Middle and
latter part strong winds
so ends to day
all lands on board

Remarks Tuesday 15th

Commenced with
light airs and fine
pleasant weather employed
in taking on board
recruits and wood Middle
and latter part strong
trades all lands on
board so ends to day

Remarks Wednesday the 16th

Commences with light
airs and fine pleasant
weather took on board
1st tins Potatoes Mid

Stow in hold and water
all hands on board and
two ships sailing

Remarks Thursday

Commences with light
breezes and fine weather
and stowed in stow in
hold and water and
getting ship for sea

Middle and latter part
fine weather and stowed
2nd tins small raft
ashore for water
so ends all hands on
board

Remarks Friday the 17th

Commences with light
breezes and good weather
and stowed in stow in
ship for sea Middle
and latter part
airs with rain all
hands on board

1. on board Ship Scotland March

Remarks entered 1st 1853

Commenced with strong
breezes with rain. in the
in fitting ship and taking
on board recruits and
good Middle and latter
part fine weather so
ends. All Lands
on board of the ship.

Sunday the 20th

Commenced with strong
gales with showers of
rain. Middle and
latter part fine weather
all. Lands on board
of the ship so ends
see these 24 hours

Remarks Monday the 21st

Commenced with strong
gales with rain. a red
at 9 o'clock took our
anchor and bent to
sea ship. 3 variations of
the island. employed
in showing and for
and a - - -

Tide 13.26 (1-)

219.05 17-

Remarks Tuesday March 22

Commences with strong
trades heading N by E
Middle part strong gales
with squalls of rain latter
part found two men on board
belonging to the Manteguma
of New-London took ship
heading S.E. for the island
at noon saw the land
so ends to

Remarks Wednesday the 23

Commences with strong
gales spook the Manteguma
but two men on board
took ship heading N
Middle part took a squall
split the Sill latter part
strong gales employed
in bending new Sill
getting ship for cold weather

Left 14.56 at
Lang 218.20 M

Remarks Thursday the 24th

Commences with strong
trades heading Nth
liddle and latter
part strong gales from
E.S.E. employed in
mending fore topsail
tent new Sill heading
S.E.

Left 14.00
Lang by account 218.50 M

at anchor in Foul Bay Scotland March 25.
Remarks Friday the 25th

Commences with strong
N.E. trades employed in
mending sails heading
at Middle and latter
part strong gales with
squalls that sails in
light so ends all
these 24 hours

Lat 18.12 N
Long 216.30 W

Remarks Saturday the 26

Commences with
strong gales from
N.E. heading at
Middle and latter
part blowing a gale
reared the topsails
furled the Mizzen
top sail employed
in mending sails

Lat 19.56 N
Long 216.00 W

Remarks Sunday the 27

Commences with strong
gales from N.E. heading
at Middle and latter
part strong gales with
squalls of rain employed
in mending sails

Lat 21.24 N
Long 216.05 W

Remarks on Board Ship Scotland March 28 1883

Remarks Monday the 28th

Commenced with strong
gales from E & S head down
At 4 P.M. furled the Mizzen
top sail close reef the
Fore top sail furled the
Main sail Middle and
Latter part the same
employed in running
hills so ends to day

Lat 23.11 N
Long 216.10 W

Remarks Tuesday the 29th

Commenced with strong
gales head down. At 4 P.M.
employed in mending
Main sail & sail in
sight Middle and
Latter part the same
bent the Main sail
Saw nothing since leave-
ing port so ends to day

Lat 24.56 N
Long 215.20 W

Remarks Wednesday the 30th

Commenced with strong
gales from N.E. head down
At 4 P.M. Middle part
a gale from E.S.E. head down
At 6 P.M. with rain
Latter part strong gales
head down E.S.E. rain
Fair weather

Lat 26.00 N
Long 214.00 W

Remarks on Board Ship Scotland March 31

Remarks Thursday 31st

Commences with strong
gales from E. S. E. heading
E. S. E. Middle and
latter part strong breeze
with rain sent down
fore and Mizzen topgallant
yards from Main
topsail braces

Lat 26° 35' 20" N
Long 214° 32' W

Remarks Friday the 1st
of April 1853

Commences with strong
gales from S. E. with
rain at sunset closed
up the topsails heading
E. S. E. were ship several
times during the night
heading E. and S. E.
at daylight made
sail stowing S. E.
Lat 27° 56'

Remarks Saturday 2nd

Commences with a
gale from S. turning
S. E. rose new Main
and Main topsail braces
Middle and latter
part light rain with
rain at dusk the ship
latter part all over
land to the North
Sea

Remarks on Board Ship Scotland April 3

Remarks Sunday April 30 1853

Commenced with strong gales
from E heading at one mile
in sight bent new foresail
middle part light air
with rain steering S.E.
latter part like breeze
from S.E. with rain

Tide 29, 10 (12)

Bar 29.10.12

Remarks Monday the 1st

Commenced with light
air from S with rain
middle part light air
latter part at 10 miles
in sight bent new foresail
middle part light air
with rain steering S.E.
latter part like breeze
from S.E. with rain

Remarks Tuesday the 2nd

Commenced with light
air and rain under
better ship under
short sail heading S.E.
and N.E. W. Middle
and latter part rain
and light air
and light breeze
Tide 30, 10 (12)

Remarks on the 1st of July 1861
Commenced with light

air from S.W. with
rain and fog heading
S.E. & Middle part
of rain kind of
heading of S. latter
part kind of S. rain
of S. made some
rain all of the time
employed in fitting
again

Remarks Thursday the 2^d
Commenced with fine
breezes from S.W. steering
N.E. Middle and
latter part light airs
and calms steering
N.E. to N. sent neck
fore and aft employed in
fitting with boom and
ship saw nothing

Lat 31 18 00 N
Long 210 00 W

Remarks Friday the 3^d

Commenced with light
and calm wind S.W.
steering N.E. to N. Middle
and latter part light
airs and calm steering
N.E. to N. sent neck
fore and aft employed in
fitting with boom and
ship saw nothing

Lat 31 18 00 N
Long 210 00 W

Remarks on board Ship Scotland June 11. 1853

Remarks Saturday the 9th

Commences with strong gales
from S with rain steering
N by E Middle and latter
part strong gales at day
light saw a Japanese wreck
boarded her found no one
on board she had no cargo
got a small lot of beeswax and
glue cotton set fire to the wreck
squared the yards steering
N by E one sail in sight
Lat 33.20 N
Long 209.40 W

Remarks Sunday the 10

Commences with strong
breezes from S with rain
steering N by E saw
the Ship Trident Saba steering
N Middle and latter part
light airs from N W headway
S. N. E employed in drying
cotton glue & beeswax

Lat 34.50 N
Long

Remarks Monday the 11

Commences with light
airs from S N W headway
N. N. E. Middle and latter
part strong gales from
S. E steering S E by S employed
in mending sails and fitting
ship saw nothing - ended
with rain and fog

No Observation

Remarks on board Ship Scotland April 12

Remarks Tuesday the 12

Commenced with strong
gale from S with rain
came at 8:30 Middle
and latter part blowing
a gale from W with
rain employed in
fitting ship setting
Loose &c

No Observation
to day

Remarks Wednesday 13

Commenced with a
gale from W with
rain steering at E by
N Middle and latter
part blowing heavy storm
the Starboard boat furled
the Foretop sail lifted
to the Wind Ladder on
so ends with fall and
rain

No Observation

Remarks Thursday the 14

Commenced with strong
gale from N. N. W. stay-
lazing too under close
reef Main topsail fore and
Main Spencers Ladder
N Middle part bind
it kept off N. N. E. set
close reef Fore topsail
and Fore sail

Lat 40.12. N

Remarks on Board Ship Scotland. April 14

Remarks Friday. April 15th. 1853

Commenced with a gale from
W. with hail and rain stirring
N. N. W. Middle and latter
part moderate made
sail. stirring N. N. E
saw finbacks employed
in ship duty to ends
all these 24 hours

Remarks Saturday 16th

Commenced with a
heavy gale from S. E. E.
with rain took in
all sail but close
reef Main topsail ship
have two headlong S. E.
Middle and latter part
blowing hard and very
much took in fore and
Main spencers

Latt 41.26 N
Long 201.00 W

Remarks Sunday 17th

Commenced a little
more moderate set fore
topsail Middle part fine
weather made sail (headlong)
S. E. E. latter part fine
breezes and fine weather
saw finbacks and sulphur
bottoms

Latt 42.13 N
Long 179.40 W

Remarks on Board Ship Holland April 18

Remarks Monday April 18, 1855

Commenced with strong breeze from S. steering S. N. E. Middle part blowing fair gale from S. W. latter part gale still increasing and a very bad sea running mountains high so ends this day blowing hard with rain and hail

Lat 44.40 N
by account Long 198.00 W

Tuesday the 19th Commenced with the gale still increasing called all hands took in all sail but close reefed main topsail from the ship too heady S. S. E. not being safe to send any longer at 2 P.M. pitched away the foretopmast and the 5th boom fly 5th boom and spritsail yard every exertion was used to save the spars and sails but the sea making

a complete breach over the ship which endangered the lives of all on board in making an attempt to save the spars all gave away and we lost them. Middle part blowing a tremendous gale employed in clearing up the deck and pumping ship latter part the gale began to abate wind changed to N. W. wore ship steering N. N. E. set the reefed fore sail so ends

Lat 44.36 N

Remarks on Board Ship Scotland April 20

Remarks Wednesday the 20. 1853

Commenced with strong gales from NW and cold weather stirring Mr. C employed in making preparations to rig out another 7th boom Middle and latter part moderate employed in rigging out new 7th boom and rigging same for back wind & stirring Mr. C

Remarks Thursday the 21st

Commenced with strong breezes from SE stirring Mr. C finished 7th boom and rigging Middle and latter part light breezes from SW stirring Mr. C all hands employed in making new 7th and fitting new head rigging

Remarks Friday the 22nd

Commenced with light airs from SW stirring Mr. C at sunset took in all sail made ready to send down foretopmast at daylight. commenced fine moderate weather all hands busy

Left 45. 20th
Long 198. 20th in

Scotland Ship Remarks Saturday 23 1853

Remarks Saturday the 23

Commenced with light
breeze from S with a thick
snow storm at 6 P.M. finished
sending up the fore topmast
sat up the rigging for the
night set the hatch Middle
part plenty of snow latter
part fine weather finished
setting up the rigging
made sail steering
N. by E one sail in
sight

Remarks Sunday the 24

Commenced with strong
breeze from E. S. E. storm
N. by E one sail in sight
Middle and latter
part strong gales from
E. latter part blowing
heavy from E. S. E. with
thick snow storm
took in all sail hystor
to the wind heading N

Monday Remarks the 25.

Commenced with a gale
from E. S. E. and a thick
snow storm heading N
Middle and latter part
blowing and snowing
from N. very cold head
N. by W one sail in
sight Lat 49.18 N

Remarks on Board Ship Scotland April 26

Remarks Sunday 26 1853

Commences with a gale
from N.E. & E. and sail
in sight Middle and
latter part moderate
breeze from N. heading
E. & E. two sails in sight
employed in fitting ship
Laying up bus. & by so
knots all this day.

Lat 49.10 N
Long 194.35 W

Remarks Wednesday the 27th

Commences with light airs
from N. & N.W. steering at E &
breeze and gained sight of the
Bark Wm J. Heaton Camstock
New London at the same time
the Ship Montezuma Benjamin
New London found into the
Arctic Middle part light
airs and calms latter part
strong gales from S.E.
steering at E & E

Remarks Thursday the 28th

Commences with a gale
from S.E. with rain
and snow at 4 P.M. home
two heading E. Middle
part strong gales and high
sea latter part wind N.W.
squared the yards steering
N.W. in company with
the Montezuma

Lat 51.44 N
Long 193.05 W

Remission on board Ship Skipton April 29

Remarks Friday the 29th 1853

Commenced with a gale
from N. by W. steering S. by E.
calde and rugged
Middle and latter
part light airs with
snow employed in fitting
ship and hauling gear

Lett 3249 St
Lay 191.00 W

Remarks Saturday the 30

Commenced with strong
breezes from N. by W.
steering S. by E. Middle
part strong gales with snow
took in sail latter part
more moderate employed
in fitting ship and
mending Starboard boat
so much one sail in sight

Lett 34.00 St
Lay 190.30 W

Remarks Sunday May 1

Commenced with light
breezes from N. by W.
N. by E. at 7 P.M. wore
ship heading N. by W.
Middle and latter part
blowing strong from S. steering
I saw a light whale towards
sat in thick snow storm
Lashed some time lost
run of the whale returned
to the ship took in
sail

Remarks Monday May 2 1853

Commenced with a gale from
E. S. E. with snow and rain
heaving N. E. took in sail
Middle and latter part
light breezes from E. made
sail stirring or plenty of
snow and rain employed
in mending boats and
fitting for whaling so ends

Latt 56, 100 N
Lang 189, 10. 12

Remarks Tuesday the 3

Commenced with fine
breezes from E. S. E. stirring
at one fall in light
employed in mending boats
at sunset took in sail
heaving E. Middle and
latter part light air with
fog and snow at daylight
made sail stirring or
saw bright shales forward
and faded without success

Latt 56. 17

Remarks Wednesday the 4

Commenced with light
thick weather stirring
at sunset took in
sail heaving E. Middle
and latter part strong
breeze from E. stirring or
at daylight made sail
saw bright shales going
quick so ends

Latt 57, 100 N
Lang

Remarks on Board Ship Holland May 8. 1853

Remarks Thursday the 5-

Commences with a fine
breeze from S steering N
at sunset took in fore
sloop the Ship Brooklyn
2 mile in sight Middle
and latter part light air
at daylight made sail
steering N 2 sails in
sight so ends with snow
and rain

Remarks Friday the 6

Commences with strong
gales from N.E. with snow
and rain heading NW
took in sail Middle
part blowing and snowing
bare ship heading E
at daylight bare ship heading
N.W. by N set foresail
so ends this day bad
weather

Lat 34.11 N
Long 189.20 W

Remarks Saturday 7

Commences with a
gale from NE heading
NW and E saw nothing
Middle and latter
part blowing a gale
with snow and rain
at daylight bare ship
heading NW

No Observation

Remarks on Board Ship Scotland May 8th 1855.

Remarks Sunday the 8th

Commences with a gale from S.E. heading twelve hours E.P.E. and twelve hours N.W. under close reef Main topsail fore and Main spencers Middle and latter part blowing a large gale and the sea running very high heading E. storm whistlers sounds this day. blowing a gale and a thick snow storm

Remarks Monday the 9th

Commences with a heavy gale from N.W. heading E. Middle and latter part moderate wind N.W. with snow and rain the first part of these 24 hours split the foresail by a sea so was moderate

Lat 56.19 N
Long 190 00 W

Remarks Tuesday the 10

Commences with light breezes from N.W. heading N.W. Middle and latter part made sail steering S.E. 4 sails in sight ahead the ship Phileas Delaney & Pierce Jan Hevan & Marthe at 250

Remarks on Board Ship Scotland May 11 1853

Remarks Wednesday 11

Commences with light
airs from N. by E. Headland
N. by E. Middle and latter
part light airs and calms
from N. heading E. by E.
twelve ships in sight
at daylight are bound
to the N. speak the
barque Venise and saw
the Ship Gamarron

Lat 56.30 N

Remarks Thursday 12

Commences with light
breezes from N. heading
N. by E. several sails in
sight Middle and latter
part light breeze N. heading
N. by W. bound to Cape Horn
employed in fitting ship
and looking sharp for
a low-land

Lat 67.44 N
Long 192.00 W

Remarks Friday the 13

Commences with light
breezes from N. heading
N. by W. saw nothing
Middle and latter
part wind W. steering
N. by E. two sails in sight
saw Grampuses employed
in fitting ship and
mending sails

Lat 68.17 N

Remarks on Board Ship Scotland May 14, 1853

Remarks Saturday the 14th

Commences with light
airs from W steering N.E.
saw humpbacks Middle part
strong gales from C. S. C.
steering N.E. some snow
latter part light breezes
and fine weather saw
nothing.

Lat 59° 19' N

Remarks Sunday the 15th

Commences with light airs
and fine weather steering
in for the land at 2 P.M.
land in sight saw the
ice saw 11 ships none cutting
nor foraging kind C. S. C.
Middle and latter part
calm spook the Bark—
Arida nothing this
season no whales in sight

Lat 59° 40'

Land 15 Miles distant

Remarks Monday 16

Commences with calms laying
of the ice and land employed
in beating around the ice
Middle and latter part
light airs and calms ship
in a bay of ice saw humpbacks
saw 24 Larks looking
for a passage out of the ice

Lat 59° 38' N

Land in sight

Remarks on Board Ship Scotland May 17. 1853

Remarks Tuesday the 17

Commenced with light
airs from NW and fine
weather ship in the ice saw
a low-land toward far time
passed until dark without
success. Middle and
latter part light airs
employed in trying to
get out of the ice

Remarks Wednesday 18

Commenced with light
airs and calms stirring,
I saw humpbacks Middle
and latter part fine breeze
from NW got out of the
ice stirring & land in
sight saw three ships in
the ice so ends plenty
of ice but no whales

Lat 59.20 N

Remarks Thursday 19

Commenced with a light
breeze from NW stirring
& saw 2 ships cutting and
3 in the ice at sunset
left to the wind leading
NW at daylight made
sail stirring & by 10 with
light breeze saw 2 ships
boiling no whales in
sight

Remarks Friday the 20. 1853

Commences with a light breeze from N steering E by N down to the rim of ice Middle and latter part light airs and calms heading E by N no land nor ice in sight two sails in sight but no whales employed looking Larde for them so ended and no whales yet

Latt 59.25.00

Remarks Saturday the 21

Commences with light airs from N N W heading N E Middle and latter part a fine breeze steering N by E saw snow saw plenty of ice run through the thin part of it saw nothing but humpbacks so ended plenty of ice and two ships in it

Latt 59.46.00

Remarks Sunday the 22

Commences with light airs and fine pleasant weather steering N. N. E. through the ice at dark lay with the Mainyard aback heading E. S. E. wind I Middle part thick snow storm wind I E blowing a moderate gale reefed the topsails latter part laying of and on the ice so thick to run Latt 60.10.00

Remarks on board Ship "Scotland" May 23

Remarks Monday 23 1853

Commences with a strong
breeze from S with snow
and fog ship laying
off and on the ice to
thick to run at day-
light made sail &
steering N wind S
latter part saw a whale
in the ice toward and
lased without success

Lat 60.20 N

Remarks Tuesday 24th

Commences with a
light breeze from
W. S. W. heading S
and C. S. E. making
out of the ice most
part of the time thick
snow storm latter
part saw bowhead snowing
thick toward and chased
whale went under the ice

Lat 60.30 N

Remarks Wednesday 25th

Commences with light
breeze from S. W. and
a thick snow storm saw
bowhead toward and chased
until dark came on board
thicker and latter
part light airs and
calms laying off and
on the ice

Lat 60.45 N

552

Remarks on Board Ship Scotland May 26, 1853

Remarks Thursday the 25

Commences with light airs
from NW warren to the
at then the ice at 7 P.M.
saw low heads toward and
Laser without sweeps what
are in the ice Middle
and latter part fine weather
at dark struck a whale
in the ice lost him

Latt 61° 55' N.

Remarks Friday the 27

Commences with light
breezes from E with rain
and fog seven sails
in sight spoke the Cambor
nothing this season Middle
and latter part strong gales
and thick fog from N.E.
staring. NW saw Humpbacks

Latt 61° 10' N.

Remarks Saturday the 28

Commences with a gale
from N.E. heading NW
spoke the Ship Olympia
Russell nothing this season
Middle part land in sight
staring. E. N.E. latter
part standing off and on
the ice and land saw
nothing plenty of ice and
snow so ice was

Remarks on board Ship Scotland May 29 1853

Remarks Sunday the 29

Commences with light
airs from S & striking in
in for the land plenty of
ice and ships no whales
land distant 15 miles
Middle and latter part
strong gales from S & E
heaving to the E rain
and snow plenty

No Observation

Remarks Monday 30

Commences with a gale
from S & E heaving E by
S with rain and fog
Middle and latter part
blowing a gale with rain
and snow saw ship
heaving S. S. & E took in
fore-top sail so ends
to day with rain and
snow and thick fog

No Observation

Remarks Tuesday 31

Commences with a gale
from S & E with rain and
snow part of the time thick
fog heaving S. S. & E at
4 P.M. saw Benhead. Looked
for him did not see him
after lowering Middle and
latter part employed in
chasing whales whales going
quick to the windward
land distant 20 miles

Remarks Wednesday June 1st 1853

Commences with strong gales
from NE standing off and on
the land saw whales toward
and chased whales going quick
to the windward Middle and
latter part light airs and
thick fog saw nothing
but killed land distant
twenty miles

Remarks Thursday the 2^d

Commences with light airs
from NW stirring at E
nothing but ships in sight
Middle and latter part
calm and fine pleasant
weather saw hump-backs
fin-backs killers but no bow-
heads strong current setting
on shore

Latt 60.40 N
Land distant 20 miles

Remarks Friday the 3^d

Commences with light airs
and calms from NW
stirring NE saw thirteen
sails 2 boiling Middle
part calm - latter part
light airs employed in
ship duty saw a bowhead
toward fore him did not
see him after lowering

Latt 60.50 N
Land 25 miles distant

Remarks on board Ship Scotland June 4, 1855

Remarks Saturday the 4th

Commenced with light airs
from E. during the forenoon
wind heading to N.E. Middle
part calm latter part light
airs from E. S. E. employed
in making out breed
and other ship duty
saw eight seals & baying
land in and ice in
sight

Lat 61. 25. 05

Remarks Sunday 5th

Commenced with light
airs from E. N. E. heading
N. saw bore heads going
very quick to the N. E.
landed and chased them
ten miles without success
Middle part wind S. W.
and thick fog latter
part the same land
twenty miles distant

Lat 61. 30. 01

Remarks Monday the 6th

Commenced with light
airs and calm from S. W.
most of the time thick
fog. Middle and latter
part thick fog and
calm. Headed to the
S. saw a boat sail toward
for him did not see him
after lowering

Lat 61. 40. 00

Remarks on board Ship Scotland June 7th 1853

Remarks Tuesday the 7th

Commences with strong breeze from N. E. W steering to the S. E. saw the Bark Benie strike a whale and lost whale and line in the ice Middle and latter part light airs and thick fog laying aback Leadeney at the 4th so ends to day

Remarks Wednesday the 8th

Commences with light airs from S. W with thick fog part of the time laying aback part of the time steering S. E Middle and latter part ship in the ice all Land employed in getting out at dusk commenced towing Leard plenty of whales seen. so foggy to chase them so ends towing got up chases and got anchor of the bow

Remarks Thursday the 9th

Commences with a dead calm employed in towing the ship out of the ice Middle and latter part saw whales chased them all day without success very calm and Leard to strike them several sails in sight Lat 61 45-

Remarks Friday June 10 1853

Commences with light
airs, and calms ship out
of the ice heading to
the S sounded found bottom
in 60 fathoms Middle and
latter part thick fog
laying aback heading
to the S

Remarks Saturday 11

Commences with light
airs from N. S. W. heading
to the S. E. saw the land
distant 15 Miles saw sever-
al ships Middle part
thick fog heading off
shore latter part fine
breeze from S. W. with thick
fog and rain steering
S. E. land distant 30 miles

Lat 42.10 N

Remarks Sunday the 12

Commences with a fine
breeze from N. E. steering
by the wind heading E. S. E.
Cape Thaddaus in sight and
14 ships Middle and latter
part light airs and fine
pleasant weather 40 sails
in sight 3 boiling no
clouds Cape Thaddaus
distant 20 Miles

Remarks Monday June 13 1853

Commenced with light breeze from N employed in beating up into the sea of Anida Sam and bowhead going quickly toward for him did not see him after towing 46 sails in sight three boiling Middle and latter part strong breeze from S E with fog laying off and on the land

Remarks Tuesday the 14th

Commenced with a fine breeze from S E leading off shore Middle and latter part fine pleasant weather no whales in sight Cape Thaddeus bearing S E distant 25 miles plenty of ships in sight but no whales

Remarks Wednesday 15.

Commenced with light airs from N and fine pleasant weather steering to the S E Middle and latter part fine weather steering at W Cape Thaddeus bearing N. E. W. Saw plenty of whales distant 30 miles chased all day and night without success.

Remarks Thursday June 16

Commenced with light
airs from S.E. and fine pleasant
weather. Middle part calm
latter part a fine breeze
from S. saw whales several
and struck one whale run
into the ice and turned up
latter part thick fog employed
in looking for whales and
boats firing guns etc

Land distant 25 Miles

Remarks Friday the 17

Commenced with strong
gales from S. and thick
fog found the boats and
whale took him along
side cut him in sub the
batch Middle and latter
part a gale with rain
commenced hoping bare
ship heading S. S. W.

Remarks Saturday the 18

Commenced with a gale
from S. S. E. with rain and
fog heading to the S. W.
employed in hoping Middle
and latter part clearing
a gale from S. with rain
heading S. S. E. took in
fore and Mizzen top
sails so ends raining.

Remarks on Board Ship Scotland June 19th 1853

Remarks Sunday the 19th 1853

Commenced with a gale from
S with rain employed in boiling
Leaden W.P.M. and starting
bread Middle part blowing
a gale from S steering N
spoke the Cornelius Hawland
nothing saw several ships
steering N latter part a
gale employed in boiling

Remarks Monday the 20

Commenced with a gale
from S Leaden E.S.E. emp-
loyed in boiling saw the
ice bore ship Leaden
N & S saw several sails
steering NW Middle
and latter part still
blowing saw nothing
took in fore and Mizzen
topsails

Remarks Tuesday the 21

Commenced with a gale
from S Leaden. S. by
S. first part put out the
fires and stoppt the works
Middle part still blowing
a gale latter part the gale
moderated commenced boiling
so ended with rain and thick
fog saw several sails

Remarks Wednesday June 22

Commenced with strong breeze
from S with fog and rain
heading S.E. by S and W
by S finished boiling and
commenced stowing down
air in between decks stowed
down twenty pipes Middle
and latter part thick
fog and rain

Remarks Thursday the 23

Commenced with a gale
from S with rain and
fog finished stowing air
middle and latter part
strong gales with rain
and fog heading S.W.
and E.S.E. employed
in ship duty saw one
ship. Boiling so ends

Remarks Friday the 24

Commenced with strong
breeze from S with rain
and fog employed in ship
duty sent the crane on to
the anchor Middle and
latter part a gale from
E.S.E. heading N.E. and
S.W. stowed the bone
in the lower hold so ends
with thick fog and rain

Remarks - Saturday 25 - 1853

Commences with a gale from E. S. E. heading N. E. with thick fog and rain sounded found mud bottom in 45 fathoms saw two Sails Middle and latter part rain and thick fog heading N. E. by E. and S. by E. wind. E. S. E. so ends

Remarks Sunday the 26

Commences with a gale from E. S. E. with rain and fog heading N. E. by E. S. E. latter part thick fog heading S. W.

Remarks Monday 27

Commences with a change in wind and weather wind very light from S. W. and clear heading N. for the land four ships in sight Middle part fine pleasant weather land in sight distant 30 Miles latter part pleasant weather land distant 10 Miles saw nothing

Lat 64.40 N

Remarks Tuesday the 28

Commences with light
airs and fine pleasant weather
staring west along with
the land sixteen sails
in sight and in place
Middle and latter part
fine weather employed
in packing out for water
and provisions

Lat 64, 30 N

Remarks Wednesday the 29

Commences with light
airs and calms leading
to the P.M. saw nothing
but sails land distant
30 Miles Middle part
saw the ice run along
the to the windward saw
nothing latter part spoke
the Ship Carintian nothing
so ends staring it by

Lat 64, 10 N

Remarks Thursday 30

Commences with light
airs from C.E. with fog
staring it P.M. Middle
and latter part most
of the time thick fog
and calm leading
to the P.M. so ends
the Month of June
with only one sail

Remarks Friday July 1st 1853

Commenced with light air
from S.E. heading to the
S. E. most of the time. Thick
foggy ice and land in sight
middle and latter part
light air and calm
with thick fog heading
to the S. E. and at 8
saw nothing.

Lat 64.40 N

Remarks Saturday 2nd

Commenced with light
air and the most part
of the time thick fog
and calm spoke the Robert
Morrison three miles
and latter part calm and
thick fog having reach
land distant 30 miles

all at 11.00

Remarks Sunday 3rd

Commenced with light air
from S. E. and thin fog
heading to the S. and at 1.15
middle and latter part
light air and calm spoke
the Sarah Martha six miles
several miles in sight
all having nothing ice
in sight

Lat 64.50 N

Remarks Monday July 4

Commences with light
air from S.P.E. leading
S.W. Middle and latter
part light air and
calm with thick fog
leading S.E. and S.E.
sent off ice in light
saw one low lead toward
for line and chased
without success

Remarks Tuesday 5

Commences with light
air from S.E. and
thick fog leading
to the S.W. Middle
part thick fog and
calm laying aback
leading S.W. and latter
part calm and foggy
leading S.W. ends

Remarks Wednesday the 6

Commences with thick
fog and rain leading
S.W. and S.W. Middle
and latter part calm
saw a low lead toward
for line without success
stale very cold and
the weather calm so
ends this day with fog.

Remarks ^{Thursday} Saturday the 7 1853
Commences with light
airs and calms from
S.E. with thick fog at
2 P.M. came to anchor in
28 fathoms water in company
with the ship Copia
Middle and latter part
thick fog and calm
from E. blowing a strong
breeze

Remarks Friday the 8
Commences with strong
gales from E with rain
and fog. Middle and
latter part light airs
and thick fog. Came
at anchor at 10 P.M.
all these 24 hours

Remarks Saturday the 9th
Commences with light airs
from E. S.E. and thick fog
at 2 P.M. lighted up from
the anchor made sail with
the Copia steering at 11
at 3 P.M. thick fog came
to anchor in 20 fathoms
water Copia at anchor
Middle and latter part
thick fog 10 P.M.

Remarks on board Ship Scotland July 10

Remarks Sunday July 10

Commenced with a light
air and clear took our
anchor and stood into
the land boat went on
shore saw nothing returned
made sail beating out
of the bay sounded in
land found bottom in
8 fathoms so ends
all these 24 hours

Remarks Monday the 11

Commenced with a fine
breeze from S E beating
out of the bay Middle
and latter part light
air from E employed
in beating out plenty of
ice and rip-sacks
saw no bowheads fine
pleasant weather

Latt 64.4011

Remarks Tuesday 12

Commenced with fine
weather wind E and
light at 6 P.M. set in
thick fog leading
S E Middle and latter
part thick fog very strong
current ship unmanageable
sounded found bottom
in 25 fathoms

Remarks Wednesday the 13th
Commences with light air
and calm working thru
the ice to the E fine weather
Middle and latter part
and rain with strong
gales from E. S. E. saw several
ships too far lying saw no
blades to send to sea

Lat 61° 30' N
Long distant 20 Miles

Remarks Thursday the 14th
Commences with strong gales
from N E with rain stirring
to the E Middle and latter
part strong breeze and fine
weather saw shales toward
for them struck and killed
shale which killed him
up bent on a new hawser
took him to the ship
Cut him in

Remarks Friday the 15th
Commences with a gale
from N W with rain leading
P. S. E. employed in clearing
up decks Middle part
raining saw shales toward
and failed without success
very rugged latter part
commenced towing several
ships towing

Remarks Saturday the 10 1853.

Commences with strong gales
from S heading to W S.E
employed in voyling Middle
and latter part light air
from S.W and fine pleasant
weather employed in voyling
and chasing whales saw
several ships voyling whales
very wilde

Remarks Sunday the 11

Commences with light air
from S.W and fine weather
employed in voyling and
chasing whales Middle
and latter part light
air and calms saw one
boat head toward and east
without crews so whale
going quick employed
in voyling and sitting up
sacks

Remarks Monday 12

Commences with light
air and calm from S.W
employed in voyling
Middle and latter part
a strong breeze fine weather
voyling commenced stormy
dawn started of the run
saw a whale boat struck
whale run into the ice
bent an L. boats line lost
whale and four lines

Remarks Tuesday the 19th
Commences with light air
from S.W. employed in stowing
down saw stals W boat fasten
last stail and line in
the ice store boat saw stals
landed and got one employed
in towing and chasing stals
saw several ships (Boylin
plenty of ice in sight &

Remarks Wednesday the 20th
Commences with calms
and fine weather employed
in cutting in the stals
finished cutting sent three
boats to the ice for stals
returned without success
Middle and latter part
calm no stals in sight
fine pleasant weather

Remarks Thursday the 21st
Commences with light air
and calms employed in
Boylin and looking for stals
Middle and latter part
light air and fog sent
two boats into the ice to
look for stals returned
without success employed
in stowing down ail

Remarks Friday the 22

Commences with light air
and calm employed in
boiling and storing ice
sent two boats into the
ice for blabs Middle and
latter part thick fog
wind I m at sunset boats
returned to the ship without
success

Remarks Saturday the 23

Commences with light
breeze from S with fog
sent three boats into the
ice employed in boiling
saw blabs in the ice
struck two and killed
got two boats store
employed in towing
the blabs to the ship

Remarks Sunday the 24

Commences with strong
gales from SE employed
in towing the blabs
middle part strong
breeze and very rugged
came to anchor current
to strong to back the ship
latter part took the blabs
along side

295
25

Remarks Monday the 25 1858

Commenced with light airs
and fine pleasant weather -
employed in cutting Mice and
latter part fine weather
kind P P M

Remarks Tuesday the 26

Remarks is this day very good
employed in cutting fine
pleasant weather ship laying at
anchor Middle and latter
part thick fog employed
in boyline and stowing
down etc so ends with
strong gales from S.E with
rain and fog.

Remarks Wednesday the 27

Commenced with strong gales
from S.E with thick fog
employed in boyline and stowing
down etc Middle and latter
part blowing a moderate gale
from S.E with rain made all
preparations for taking anchor
etc was boyline and stowing

Remarks Thursday July 28
Commences with strong
gales from S.E. with rain and
fog employed in boiling and
stowing down oil at anchor
middle and latter part
more moderate, saw three
sails saw the Milo &
Shales so ends this day
boiling and stowing off
the after Lard

Remarks Friday the 29
Commences with moderate
gales from S.E. with fog
and rain employed in
boiling and stowing down
Middle and latter part
thick fog rain finished
stowing off the lower Lard
employed in baking art
for stoves

Remarks Saturday the 30
Commences with strong gales
from W and clear employed in
boiling and stowing down
took the anchor made
sail stowing E Middle
part light breezes from S.E.
hauling E by N so ends
are done in daylight

Remarks Sunday July 31 1853
Commences with fine breezes
from S.W. & leading employed
in boiling and stowing down
pipes between decks Middle
and latter part light air
and fine pleasant weather
land in sight distant 20
Miles

Lat 64 30

Monday August 1 1853
Commences with light air
from S leading S.E. land
distant 30 Miles employed
in boiling and cooping oil
Middle and latter part
thick fog leading on
finished boiling commenced
stowing down

Tuesday the 2^d Remarks
Commences with fine pleasant
weather leading E by S
land for the straits of
Lawrence island in sight
employed in stowing down
oil and sitting up shooks
for water Middle and latter
part strong gales with
thick fog from S.W. &
land distant 10 Miles

Remarks August the 3^d 1853

Commenced with strong gales from S.W. with fog, employed in stowing down oil and setting up blocks for water at 7 P.M. came to anchor in 20 fathoms water boats in shore to look for whales saw two ship boys at anchor Middle and latter part light airs and fine pleasant weather.

Remarks Thursday the 4th

Commenced with strong breezes from S.E. employed in getting of water took the raft on board found a very strong current setting to the N.E. Middle and latter part boats in shore looking for whales saw nothing took the anchor standing of and on the land

Remarks Friday the 5th

Commenced with strong gales from N.E. with rain and fog boats in shore for whales saw nothing came to anchor one boat missing lost in fog employed in firing guns for the lost boat took the anchor run down the land

237

Remarks Saturday the 6 1853

Commences with strong gales
from N.E. with rain and fog
found the lost boat on
board of the Lydia came
to anchor in 15 fathoms
Middle part rain latter
part rain and fog wind
D. toward to look for
shales set in very thick
fog and rain returned
at the ship saw nothing

Remarks Sunday the 7

Commences with light
airs from S.W. with rain
and thick fog Middle
and latter part the same
laying at anchor

Monday the 8 Remarks

Commences with light
airs from S. with thick rain
and fog Middle and
latter part rain and thick
fog wind N.E. six ships
at anchor so end with the
same weather

Remarks Tuesday Aug - 9 1853

Commenced with strong
gales from E.S.E with
rain and thick fog
Left the starboard
chase Middle and
latter part the same
still laying at anchor
employed in cleaning
ship and clearing up
decks

Remarks Wednesday 10

Commenced with moderate
gales from S.P.E with
rain and fog Middle
part strong: gales with
heavy rain latter part
moderate with fog

Remarks Thursday the 11

Commenced with thick
fog and rain wind
S.W. Middle part light
airs and calm latter
part clear and fine
weather took our anchor
made sail heading
E.S.E in company with
the Ship Parakee

Remarks Friday Aug 12 1863

Commences with a strong
breeze from N.E. heading
E. P.P. rain and some fog;
Middle and latter part
a gale took in sail bare
ship heading N. N.W.
wind N with rain and
fog saw two sails.

Remarks Saturday 13

Commences with strong
gales from N with rain
heading N. N.W. three
ships in sight Middle
and latter part light
airs from S and clear made
sail steering N. N.W. in
company with the Parachute
steamer.

Lat 64.40 N

Remarks Sunday the 14

Commences with a gale
light breeze from S. P. E.
steering N. N.W. Middle
and latter part light airs
and fog came to anchor
in 2nd fathoms of water so
ends with thick fog
wind S.W.

Lat 65.05 N

Remarks Monday Aug. 16.

Commences with light
airs from SW and clear
took our anchor made
sail heading N. by E.
for the land saw 6 or 8
sailed and chased saw
30 ships three by line, middle
and latter part strong
winds and rugged employed
in chasing whales

Remarks about the "Tuesday the 16 Remarks
anchor in taking" circumstances with strong
the whale to the "gives from N standing
ship found a "off and on, the land &
strong current to "Whales toward faster
and the whale "and killed took stan-
let go the anchor" side Middle part a
took the whale way, we came to anchor in
side cut him "26 fathoms latter part
in commenced to "strong gails employed in
heave up the "cutting took in sail
anchor found it "
you love in the " Latt 65. 10 N
lane found the "
ing had parted "

Lat 65. 10 N

Line and shackle ^{Day} Remarks Wednesday 17
all sound " Commenced with 102

Commenced with a gale
from N. W. with rain
fog heading off the
land finished fitting boots
lost the Larboard anchor
ring parted hove in the
chain Middle and latter
part blowing heavy gale.
the forecast clew up
the Main topsail

Remarks August the 18, 1853

Commences with strong gales from N with rain land distant 10 Miles Middle part strong breezes latter part light air and fine weather employed in hoveing and setting up shrouds made sail heeling to the windward and A B leading E by S

Remarks Friday the 19

Commences with a fine breeze from N E and fine weather employed in hoveing and heeling to the N Middle and latter part strong breezes and fine pleasant weather several sails in sight employed in hoveing and setting up shrouds

Remarks Saturday the 20

Commences with strong breezes from N with fine weather employed in hoveing setting up shrouds and heeling to the N Middle and latter part strong gales with rain and rain falling off and an stormy evening no sails in sight land distant 10 Miles

Remarks Sunday Aug. 21 1853

Commences with strong gales from N.E. with rain and fog employed in towing off the small anchor of the two Bent Lane Middle and latter part strong gale plenty of fog and rain of the whole kind nothing put up sacks employed in towing

Lat 55, 10 S

Remarks Monday the 22

Commences with strong breezes from N.E. with fog and rain finished towing Middle and latter part light airs with fog and rain employed in stowing down oil soaked the Draper one bale this season

Remarks Tuesday the 23

Commences with light airs from E with fog and rain employed in stowing down Middle part came to anchor in 28 fathoms water latter part light breeze with rain and fog as it has been for 20 days

245
Remarks Wednesday Aug 24 1853

Commenced with a gale from
N with rain and fog employed
in stowing down and took an
anchor made sail leading
N by W and E. N. E. Middle
and latter part more moderate
made sail finished stowing
so ended with thick fog
and rain

Remarks Thursday the 25th

Commenced with light airs
from N with fog and rain
at 9 P.M. came to anchor in
26 fathoms muddy bottom
Middle part thick fog and
rain latter part wind S and
no fog took an anchor and
made sail leading E by S
and N. N. W. saw the land
distant 10 miles on sail
in sight

Remarks Friday the 26

Commenced with light
airs from N. N. E. most
of the time fog Middle
and latter part strong gale
with snow and rain saw
a dead whale to windward and
took him along side
commenced cutting in
let go the anchor land
distant 10 miles

Remarks Saturday Aug 27 1853.

Commences with a gale from
N.E. with snow and rain
finished cutting took an
anchor and made sail
Leading S.E. & Middle
and latter part made
commenced looking made
sail & saw 14 sails.

Turned to the S.E. so as
employed in looking
land distant 15 miles

Remarks Sunday 28.

Commences with light
airs from E.S.E. employed
in looking and leaving
new part and main
traces Middle and
latter part light airs
from S.W. and fine
pleasant weather finishing
rigging steering S.E.

Remarks Monday the 29th
Commences with strong
gales from S.W. with
snow and rain steering
N.E. W. East Cape in
sight finished looking
Middle and latter
part fine weather employed
in changing topsails
saw one ship looking
East Cape distant 5 miles

2-1
Remark Wednesday Aug 30 1853

Commences with light rain
from E. S. E. and fine pleasant
weather went over Main sail
saw 3 ships toying saw whales
going fast to the windward
latter part strong breezes
from S. W. spoke the Talmadge
10 whales employed in stowing
down oil

Remarks Wednesday the 31

Commences with strong
gales from S. W. stowing at
finished stowing Middle
and latter part strong
gales with fog and rain
stowing at saw whales
toward and chased without
success took in sail

Left 6 30 A. M.
Saw 170 W.

Remarks Thursday Sept. 1

Commences with strong
gales from W. with fog
saw whales toward and
chased without success
Middle and latter part
thick fog and rain
employed in chasing whales
saw several ships toying

Remarks Friday Sept 2^d 1835

Commences with light airs
from W with foggy spack
the Bark Oalpraiso Tilton
6 Whales Middle and latter
part light airs and rain
saw several ships. Boy in 2
saw whales toward and
chased without success

Remarks Saturday 3^d

Commences with light
breeze from N. of W with
foggy spack the ship
the Greenland & others
Middle and latter
part strong gales
with rain snow and
foggy employed most
of the time in chasing
whales

Remarks Sunday the 4th

Commences with strong
gales from N with rain
snow and foggy employed
in chasing whales at
sunset took in sail
Middle and latter part
strong gales from
N. of W so ends to
day no whales in
sight

Remarks. Monday Sept 3 1853

Commences with strong gales
from NW heading S E &
no sails in sight to day
speak the America sister
five sails bound out the
first and Middle and
Latter part a gale from
S E heading S. S. W. took
in sail in company with
the America

Remarks Tuesday the 4

Commences with a gale
from S. S. E. with rain
heading S W and E Middle
part moderate Latter part
calm and foggy and E
made sail several ships
in sight saw rip sails
and one ship losing
lost sight of the
America

Remarks Wednesday the 5

Commences with light
airs from E with thick
fog heading to the S. S. E.
and S. S. E. most of the
time laying aback Middle
and Latter part thick
fog. Saw several ships
waiting for weather to
go then the sails

Remarks ^{by} Thursday Sept 8 1853

Commences with light air
from N with fog. Heading
W. N. W. and S. E. & speak
the Mary and Martha 3
states. Placum Middle
and latter part foggy
most of the time employed
in rigging studensales
yiver and other ship
work.

Remarks ^{by} Friday the 9

Commences with a fine
breeze from N and most
of the time clear of fog.
Hooh the bark Washington
Edwards Lag Harbor 4 states
at 7 P.M. squared the yards
steering S. E. & Middle part
a fine breeze latter
part thick foggy kept a
to the wind heading N
and S. E. & Hooh the ship
Caravan Free River Bragg
3 states

Remarks Saturday the 10

Commences with strong
gales from N with fog
and rain used the topsails
heading to the W. Middle
part the same heading
E. & E. latter part squared
the yards steering S. E. &
for the strates at 10 A.M.
saw the land kept to
the wind heading S. E.
Land distant 16 miles

25

Remarks Sunday Sept 11 1883

Commences with strong
gales from E with rain
and fog, steering S by E
for the land at 4 P.M. Cape
East at W distant 10 Miles
steering S. Middle part
thick fog, latter part
light air and fine pleasant
weather steering S by W at
11 A.M. saw St Lawrence
island Lat 64.30 N
Long 169.40 W

Remarks Monday the 12th
Commences with light air
from N and fine pleasant
weather steering S.W. by S. I
took in fore and mast boats
Middle and latter part fine
breeze and cloudy weather,
steering S.W. by S. I speak
the ship Pacific Please
one whale employed in
steering anchors and chains
No 10th

Remarks Tuesday the 13th

Commences with a strong
breeze from N.W. Weather
fine weather steering S.W. by
S. Middle part the same
look in students air latter
part light air from N.W. with
snow and rain employed
in ship's duty one whale in
sight saw Thompson's

No 10th

Remarks Wednesday Sept 14th 1853

Commences with light airs
and calms from W. & N. W.
latter Middle part a
fine breeze from S. & S. W.
steering S. W. by S. Middle and latter
part light airs with
squalls of rain and snow
made new fore lift to
and sent them aloft

Lat 61.03 N

Remarks Thursday the 15th

Commences with light
airs from S. W. (leading
S. & S. E. saw killers
Middle part light airs
from S. W. with rain
latter part light gales
from W. & N. W. steering
S. W. by S. employed
in stowing away and
clearing up decks.

Lat 60.36 N

Long 169.20 W

Remarks Friday the 16th

Commences with strong
breeze from W. & N. W. steering
S. W. by S. in company with
the ship Pacific Middle
part the same latter
part light airs and
fine pleasant weather
employed in ship duty
saw nothing so ended
fine weather

Lat 59 26 N

23
Remarks Friday Sept the 17, 1853

Commenced with light airs
from N.W. and fine pleasant
weather steering S.W. by S
Middle part calm and fine
clear weather latter part
strong gales from S.E.
with rain steering S.W.
by S so ends to day blowing
an good breeze of at night

Remarks Sunday the 18

Commenced with a gale
from S.E. with rain took
in sail steering S.W. by S
Middle part the same
latter part moderate
gales and calm from
S.E. S.E. with rain and
foggy heading N. S.W.

No U.S.

Remarks Monday the 19

Commenced with light
airs from S.E. with
foggy heading N. S.W.
Middle and latter part
a dead calm with fog
employed in ship duty

No U.S.

Lat about 58 30 N

Remarks Tuesday Sept 20 1853

Commenced with fine pleasant
weather and calm Middle
part calm with fog
latter part calm and
thick fog closed down
the topsails & ends

Remarks Wednesday

the 21 Commenced
with light airs from
S.E. and calm Middle
and latter part strong
gales from S.E. & E
took in sail heaving
at by W. latitude for clear
weather to pt Latt
and Lang

Latt by boat 68.30

Remarks Thursday the 22

Commenced with a gale
from S.E. took in
sail heaving at by W
Middle part a gale
squared the yards studding
S.P.W. made sail
ship rolling very low

Latt 69.54 at
Lang by Chron 187.30 in

Remarks Friday Sept 23^d 1853

Commences with a gale
from N. by E steering S by N by W
set lower and topmast studd-
sails Middle part began
to moderate wind W latter
part light airs from SW and
calm fine pleasant weather
heading S by E employed
in ship duty

Latt 56.34 N
Long 188.05 W

Remarks Saturday the 24th

Commences with light airs
from SW heading S by E.
Middle part light airs
from S heading W by S
latter part strong gales
from S with rain both in
sail heading S by E

No V₆

Remarks Sunday the 25th

Commences with a gale
from S with rain heading
SW by W and S by E part
land breeze Middle part
wind S by E heading S by W
Middle latter part a gale
from E by N steering
S by W

Latt 55.28 N
Long 189.00 W

Remarks Monday Sept 26

Commenced with a
gale from S.W. & steering
S by W Middle part began
to moderate pass copper island
latter part light airs from
W steering S.W. employed
in ship duty saw finbacks

Lat 53.19 N

Remarks Tuesday the 27

Commenced with calm
the island of Utter in
sight distant 20 miles
Middle and latter
part light breeze from
E to S.W. & heading
to the S nothing in
sight strong series of
gale employed in making
preparations for it

No Co.

Remarks Wednesday the 28

Commenced with a gale
from E.S.E. heading
S by E rain and snow
both in sail to close reef
Main topsail and spencer
Middle part blowing leaving
heading E by N latter
part wind S.W. & squared
the yards steering S.E. by S
set the Foresail

Remarks Thursday Sept 29 1853

Commences with a gale from
N.W. steering P.E. by I set
fore topsail but the reef at
main topsail employed
in pumping ship Middle
and latter part a strong
gale steering P.E. employed
in pumping ship San Francisco
back.

Lat 50.10 N

Remarks Friday the 30

Commences with a gale
from N with rain steering
E.S.E. Middle and latter
part more moderate made
sail set studdensails
see one ship steering to
the S.E.

Lat 48.20 N

Remarks Saturday Oct 1st 1853

Commences with a gale from
N steering E.S.E. took in
studdensails and maintopgallant
sail one ship in sight
Middle and latter part
strong gales from N.W. with
squalls of rain
steering E by I one sail
in sight so much to day.

Lat 46.28 N

Remarks Sunday Oct 20 1853

Commenced with a gale
from N. N. E. steering E. &
one sail in sight Middle
and latter parts more moderate.
Nothing in sight

Lat. 45. 00. N.

Remarks Monday Oct 31

Commenced with moderate
breezes from the S. E.
heading E. N. E. Middle and
latter parts fresh breezes.
three sails in sight
the ship under double reefed
fore sails.

Lat. 45. 40.

Remarks Tuesday Oct 4

Commenced with strong
gales from the S. E. the
ship heading S. S. W. under
close reefed Main top sail
two sails in sight Middle and
latter parts very heavy the
ship laboring very hard.
latter parts wind at S. E.

25

Remarks Wednesday Oct 3^d 1853

Commences with strong gale -
from the N. by E. of 2. A.M.
More Moderate, steering E. by S.
Middle and latter parts fresh
Breezes from the W. N. W. two
sails in sight. Mr. Childs sick
& of the men off duty

Lat 43.37. N
Lon. 171.30. W

Remarks Thursday Oct 4th

Commences with fresh
Breezes from the W. N. W. steering
E. by S. Two sails in sight at
noon. Breaking out flour water.
Mollasses. Middle and latter
parts fresh Breezes from the W.
steering E. by S. the weather
foggy. nothing in sight so note
ditto by.

Flour
Water

Lat. 43.27. N.
Lon. 169.00 W.

Remarks Friday Oct 5th

Commences with fresh
Breezes from the W. steering
E. by S. N. E. nothing in sight
several of the men sick
Middle and latter parts fresh
Breezes from the W. N. W. the
men employed fitting ship. sent
up the Mizzen Top Gun March
yard. so ends this day

Mollasses.

Lat 41.20. N.
Lon 167. W.

Remarks Saturday Oct 8

Commences with
good breeze from the W. by N.
steering E. by S. N. E. at work
fitting. Hoist Top Gallant rigging
Middle and latter parts
light air from the W. S. W.
steering E. S. E. at work
fitting ship. several of the
men still sick

Lat 38. 57. N
Lon 163. 00. W

Remarks Sunday Oct 9

Commences with fresh
breeze from the W. S. W. steering
E. S. E. Middle and latter
parts strong winds. steering
S. E. by E. and S. E. by E.
1/2 E. Nothing in sight
so note is to be

Lat 38. 30. N.
Lon 160. 30. W.

Remarks Monday Oct 10

Commences with
strong breeze from the
W. S. W. steering S. E. by
E. 1/2 E. Middle and latter
parts moderate winds from
the W. W. several of the
men still on the sick list
the men at work fitting
ship. sent up Hoist Top
Gallant yards.

Lat 36. 36. N
Lon 158. 07. W

Breeze. Breeze

Remarks ^{By} Tuesday Oct 11. 1853

Commences with light air
from the N. N. E. Steering S. E.
by E. at work fitting ship Middle
and latter parts Light air
all hands at work fitting ship
Nothing in sight so note it to

Lat. 33° 39' N.
Lon. 157° 00' W.

Remarks ^{By} Wednesday Oct 12.

Commences with light
air from the N. W. steering
S. E. by E. all hands on duty
fitting ship. Middle and latter
parts light air from the S. W.
latter part commenced scraping
and warbling Bone. nothing
in sight.

Lat 34° 30' N.
Lon 158° 00' W.

Remarks ^{By} ~~Wednesday~~ ^{Thursday} Wednesday Oct 13.

Commences with light
air from the S. S. W.
heading S. E. all hands at
work cleaning Bone and fitting
ship. Middle and latter parts
light air from the S. W.
Two sails in sight. still at
work on the Bone.

Lat 33° 45' N.
Lon 158° 00' W.

Remarks. ^{Re} Friday Oct. 14. 1853.

Commenced with light
air from the S. W. Steering
S. S. E. Two sails in sight
Middle and latter parts
Moderate Breeze from the
S. W. This day all hands
employed washing Bone and
fitting ship

Water

Lat. 32.27 N.
Lon. 154.15 W.

Remarks Saturday Oct. 15.

Commenced with fresh
Breeze from the S. W. Steering
S. S. E. ⁱⁿ Three sails in sight
Middle and latter parts
fresh Breeze from the S. W.
Steering S. S. E. all hands
at work cleaning Bone,
4 sails in sight

Lat 30. 38²
Lon. 154. 00.

Remarks Sunday Oct 16

Commenced with
fresh Breeze from the S. W.
Steering S. S. E. four sails
in sight Middle and latter
parts light air. latter part
Capt went on board of the
ship Caravan. of Tall River
three sails in sight

Lat 28. 10 N.
Lon 153. 13. W.

Remarks Monday, Oct 17, 1853.

This day commences with light air from the Eastward. Middle and latter parts Calm. Three sails in sight the men at work fitting the Rigging. So ends this day.

Lat 27, 24, N.
Lon 153, 30, W.

Remarks Tuesday, Oct 18.

Commences with light air, and Calm. the Cooper at work fitting the stoven boat. Middle and latter parts light air from the S. steering by the wind. 6 ships in sight the men at work fitting ship so note if be

Water

Lat 27, 18, N
Lon 153, 40, W

Remarks Wednesday, Oct 19

Commences with light air from the S. with pleasant weather. several sail in sight. Middle and latter parts strong gale from the S. S. E. 22 sails in sight

Lat 26, 45,
Lon 155, 00

Remarks ^{Day} Thursday Oct 20

Commences with
strong gales from the
S. several ships in sight
the weather squally with
rain. several of the men
sick so note if be

Lat 26.10
Lon 154.40.

Remarks ^{Day} Friday Oct 21

This day strong
gales from the S. S. S. S.
the ship under close
reefed Fore and Mizzen
and double reefed Main
Top Sail. Fore and Middle
parts heading E. by N. W.
latter part heading S. W.
by S. several ships in sight

No Obs

Remarks Saturday Oct 22

Commences with
fresh gales from the S.
E. heading S. S. W.
Middle and latter parts
Moderate Breeze the men
at work fitting shik.

Hour

No Obs

Remarks Sunday, Oct 23.

Commences with
moderate breeze from the S. E.,
middle and latter parts
fresh breeze from the E. N. E.
steering S. spoke the gratitude
of Mrs. Bedford. Several other
ships in sight. The weather
squally, so ends this day.

Lat 24, 18 N,
Lon 155, 20 W.

Remarks Monday, Oct 24

Commences with
fresh breeze from the E. N. E.,
several ships in sight.
Middle and latter parts
strong breeze from the N. E.
steering S. and S. by W.
at work, fitting ship. so
ends this day.

Lat 21, 41, N,
Lon, 155, 40 W.

Remarks Tuesday, Oct 25.

Commences with
moderate breeze from
the N. E., at 2, A. M.
raised the land (Oahu)
in sight, bent the chains.
Middle and latter parts, fresh
breeze, the ship steering S. S. W.
for Honolulu. so ends this day.

Remarks, ^{My} Wednesday Oct. 26

Commences with
fresh breezes from the N.E.
Steaming S. & W. at 4 A.M.
came to an anchor off side
the harbor of Honolulu.
Middle and latter parts of
light breeze from the N.E.
latter part came to an
anchor in the harbor of
Honolulu. Moored ship and
sent the sick on shore

Remarks Thursday Oct 27,

Commences with
fine weather and warm.
Middle and latter parts
still pleasantly this day
discharged three of our
foremast merr. & work drying
bone, and washing ship.
so note if be

Remarks Friday Oct 28

Commences with
light air and pleasantly
still drying Bone Middle
and latter parts drying and
burelling bone

Remarks Saturday Oct 29

Commenced with pleasant weather. This day shifted our bone on board of the Clipper ship, Mechanics' Own, this day finished drying our bone, so ends this day.

Remarks Sunday - Oct 30

This day pleasant weather and fine Breezes from the N.E. at 8 o'clock sent all hands on shore for liberty. Elder Deamon came on board yesterday and gave the people an invertation to the Bethel, so mote it be.

Remarks Monday Oct 31

This day fine Breezes from the N.E. with cloudy weather. Middle part the same. Latter part, commenced conferring our oil between Decks. the weather pleasant so ends this day. Aaron Miles, and Charles Hughes, Absent not having returned from liberty.

Remarks ^{on} Tuesday, Nov 1st.

Commences with
light airs and pleasant
still at work Coopering our
oil Middle and latter part
light airs and pleasant
so ends this day. This day
James Hughes came on
board, Aaron Miles still
aboard, so ends this day.

Remarks ^{on} Wednesday, Nov 2

Commences with light
airs and pleasant weather
still at work Coopering
oil Middle and latter
parts the same

Remarks Thursday Nov 3

^{on} This day pleasant
weather and fine breezes
finished Coopering our
oil Middle and latter
parts the same. so ends
Day of the men of duty

^{Nov}
Remarks th Friday Oct 4

This day of work cleaning
ship and the iron work
also took on board 25, tll of
Irish potatoes, 14 tll of pork,
17, tll of beef, 2 tll of coal,
so ends this day

^{Nov}
Remarks Saturday Oct 5

Commences with high
air and pleasant this day
painted our Lower Masts
Middle and latter parts
of work fitting ship

^{Nov}
Remarks Sunday Oct 6

Commences with
pleasant weather and all
family ashore on liberty
so ends it

Remarks Monday Oct 7

This day on
watch on liberty the
other painting ship

Now
Remarks Tuesday Oct 8.

Commenced with
fine weather and watch
on liberty still at work
painting ship. This day
sent in jib boom and
fitted new jib stay.

Now
Remarks Wednesday Oct 9.

This day commences
with pleasant weather still
at work painting ship
all hands on board.
This day sent out jib boom
so note it be

Now
Remarks Thursday Oct 10.

Commenced with
pleasant weather and light
breeze still at work painting
ship. Middle and latter parts
the same so ends Middle and
latter parts pleasant

15
Remarks ^{Thurs} Friday Oct 11,

This day being nice and pleasant took oil board 100, off of water and stowed it down still painting ship and setting up shocks for water. so ends this day. This day the Cooper of the John Cassinelle is at work in

Remarks ^{Mon} Saturday Oct 12

Still at work setting up pipes for water. This day a Cooper from shore is at work.

Remarks ^{Tues} Sunday Oct 13

This day pleasant weather all hands out liberty so ends this day

Remarks ^{Wed} Monday Oct 14

This day pleasant weather and warm. Two Coopers at work Middle and latter parts fine weather. This day took on board a raft of water and stowed it down. so ends this day.

Nov

Remarks Tuesday Oct 15

Commences with pleasant weather. This day finished Coopersing, and took on barrels of water also some meat.

Nov

Remarks Wednesday Oct 16

This day stowing down water and provision sent a raft of casks on shore. so ends

Nov

Remarks Thursday Oct 17

This day at work setting up rigging sent up a new Muck. Top muck Cross Tree.

Remarks Friday Oct 18

This day took on board the last of our water and lashed it on deck so mote it be

Nov

Remarks Saturday Oct 19

Commences with pleasant weather. Latter part hauled the ship out into the stream, all ready for sea.

Remarks Sunday Oct 20

This day left the Harbor of Honolulu. At 8 A.M. the Capt came on board the ship. Middle and latter parts light airs.

Mon

Remarks Monday Oct 21.

Commenced with light air the Island of Oahu in sight. Middle and latter parts pleasant. one Boat crew on shore. at 11 A.M. came on board, with some Bananas, and water. Melons, ~~so~~ note it be

Mon

Remarks Tuesday Oct 22.

Commenced with light air and pleasant the Boat engaged in getting wood from shore. Middle and latter parts squally. still getting recruits. sold two Barrels of oil for potatoes and wood. so note it be.

Mon

Remarks Wednesday Oct 23

Commenced with strong breeze from the N.E. and squally this day finished getting our recruits. Middle and latter parts same as 4. At 11 P.M. we Island of Oahu. we brought 4 Cords of wood, 20 lbs of potatoes, 1200 Oranges, and a few other things. note it be.

Nov
Remarks Thursday Oct 22

Commence with
light air from the S. E.
blowing S. S. W. This day
sawdust, snow, and
wood. Middle and latter parts
Moderate Breezes from the S.
This day at work fitting Boats
for whaling. so note if
be

Lat 20, 40. N.
Long 154 W.

Nov
Remarks Friday Oct 23

Commence with
fresh Breezes from the
S. S. E. One sail in sight
Middle and latter parts
fresh Breezes and clear
weather, wind from the
S. by E. at work mending
Boats, and making spinn
Yarn. so ends this day

Lat 20. 34
Long 154, 00.

Nov
Remarks Saturday Oct 24

Commence with
fresh Breezes from the
S. S. E. nothing in sight
Middle and latter parts strong
Breezes and squally. one
in sight at work fitting
Boats for whaling.

Lat 20. 00
Long 154 00

Nov

Remarks Sunday Oct 27.

Commences with strong
Breezes and squally and rain
in sight. The Galeonda of New
Bedford. latter part squally
with fresh Breezes from the N.W.
Steering S. E. nothing in sight
so note is to.

Lat 28.04
Long No Obs.

Nov

Remarks Monday Oct 28.

Commences with fresh
Breezes from the N. by W.
steering S. E. by E. Middle
and latter parts pleasant
this day at work painting
Boats and setting up rigging.
The Cooper at work mending
a Boat.

Lat 28.30. N.
Long No Obs.

Nov

Remarks Tuesday Oct 29.

Commences with
strong Breezes from the
N. E. Steering S. E. by E.
Nothing in sight Middle
and latter parts pleasant
nothing of the whal. kind
in sight. all hands at
work painting Boats and
fitting craft for whaling.

Lat 28.25. N.
Long No Obs.

Mon
Remarks Wednesday Oct 30

Commences with
fresh Breezes from the E.
by N. Steering full and
by the wind Middle
and latter parts. Squally
at work fitting Riggings and
painting Boats

Lat. 13.30
Long. 155.00

Mon
Remarks Thursday Oct 31

Commences with
fresh Breezes from the E.
by N. Steering E. S. E.
Middle and latter fresh
Breezes from the E.
One sail in sight
this day at work fitting
ship

Lat 12.30
Long 154.00

Remarks Friday Dec 1

Commences with
fresh Breezes from the
N. E. Steering S. E. by S.
spoke the golconda of
M. Bedford Middle and
latter parts squally.
nothing in sight

Remarks Saturday Dec 2.

Commence with
fresh Breeze from the N E,
Steering S. by W. Middle
and latter parts squally
with much rain. Nothing
in sight.

Lat 11. 43.
Long. 154. 00

Remarks Sunday Dec 3.

Commences with
strong Breeze from the
N. E. Steering S. S. E. Middle
and latter parts pleasant
first part ship under Reefed
Boomsails. Latter part under
all sail. Nothing in sight

Lat 8. 30 N.
Long 153. 45. W.

Remarks Monday Dec 4

Commences
with pleasant weather. wind
from E. Steering S. S. E.
under all sail Middle
and latter parts pleasant
the ship under all sail.
this day at work fitting
the rigging

Lat 6. 50. N.
Long 153. 00 W.

Remarks. Tuesday Dec 5

Commences with
fresh breeze from the E.
ship under all sail.
Middle and latter parts
pleasing plenty of black
silk in high covered fish
without success. The men
at work putting rigging
so ends the day

Lat 4, 50, N
Lon 152, 45, W

Remarks Wednesday Dec 6

Commences
with moderate breezes
at 7 A.M. packet ship
heading E. N. E. under
all sail. Middle and
latter parts light air from
the S. E. one sail in sight
this day at work in the
rigging. Turned down the
fore ⁱⁿ Top Mast. Back stays

Lat 3, 59, N
Lon 153, 30 W

Remarks Thursday Dec 7

Commences with
light air from the E.
heading E. S. E. one sail
in sight. Middle and
latter parts pleasant sailing
in sight still at work
putting the rigging. This
day made a Blacksmith
shop. The Blacksmith fitting
the iron work.

Lat 3, 03, N
Lon 153, 00

Remarks, Friday Dec. 8,

Commences with fresh
Breezes from the E. Steering
S. S. E. ship under all sail,
middle and latter parts fresh
Breezes from the E. ship under
all sail. Two ships in sight
Still at work fitting rigging
nothing in sight

Lat 1.30 N.
Lon 153.00

Remarks Saturday Dec, 9

Commences
with fresh Breezes from the
E. ship under all sail. Middle
and latter parts pleasantly
with strong Breezes from the
E. heading S. S. E. Two ships
in sight this day set up
the fore Rigging

Lat 00, 18. South
Lon 152, 20. 00

Remarks Sunday Dec 10

Commences with
strong Breezes from the
E. S. S. ship under all sail
middle and latter parts
pleasantly Two sails in sight

Lat 2.55 N.
Lon 154, 04. 00

Remarks. Monday Dec 11

Commences with light air from the E. ship under a sail Middle and latter parts pleasant. Two ships in sight this day setting up Rigging and mending Rods and Blacksmith at work

Lat 4. 06. S
Lon 154. 30 W

Remarks Tuesday Dec 12

Commences with fresh breezes from the E. shook the ship (China) of New Bedford, 18. Monks out 1,000. bbl of whale Middle and latter parts pleasant nothing of the fish kind in sight still at work on the Rigging

Lat 0. 35. S.
Lon 154. 07. W

Remarks Wednesday Dec 13

Commences with Moderate breezes from the E. steering S. Middle and latter parts pleasant. Nothing in sight. still at work on the Rigging

Lat 9. 00 S.
Lon 154. 00 W

Remarks Thursday Dec 14

Commences with
light air from the N. E.
at 6. A. M. heavy rain squalls
with Thunder and lightning.
Cloud reefed the Topsails.
Middle and latter parts squally
at 8. P. M. made all sail.
steering S. by E. $\frac{1}{2}$ E.

Lat 9, 55. S.
Lon 154, 00

Remarks Friday Dec 15.

Commences with
light air from the E.
by N. at 6. A. M. heavy
rain squalls. at 7. double
reefed the Topsails. Middle
and latter parts pleasant.
with light air from the
E. M. E. steering S. S. W.
The men at work fitting
Rigging. Nothing in sight

Lat 11. 45 N.
Lon 153. 40

Remarks Saturday Dec 16.

Commences with
light air from the E. N. E.
Middle and latter pleasant
at work fitting new job
Rigging. and setting up Main
Rigging. Nothing in sight
steering S. W. by S. under
all sail

Lat 13. 50 S.
Lon 152. 00

Remarks Sunday Dec. 17,

Commences with
Moderate breezes from the
N. E. Steering S. W. by S.
Middle and latter parts pleasant
Nothing in sight ship under
all sail

Lat. 15. 20. S
Lon 166. 00

Remarks Monday Dec 18.

Commences with
moderate breezes from the N. E.
Steering S. S. W. Middle
and latter parts Moderate
still at work, getting Rigging
and painting Boats. so ends
this day. ship under all sail

Lat. 17. 44 S
Lon 158. 30 W.

Remarks Tuesday Dec 19.

Commences with
light airs from E. Steering
S. by W. $1\frac{1}{2}$ W. Nothing in
sight. Middle and latter
parts pleasant at 4 p. M
Raised Harveys Island
sent a Boat in but could
not land. one ship in
sight. the M. C. May of
New Bedford

Lat 19. 17. S.
Lon 158. 6 W.

25

Remarks ²⁴ Wednesday Dec 20

Commenced with strong Breeze from the E. Steering S. by W. Middle and latter part pleasuring at 3. p. M. Raised the Island of Karotonga. at 7. p. M. Boat went on shore, sold a Boat for 8 loads of wood, sold 4. pieces of cotton cloth. Received on Board 8 loads of wood, sold 10 Axes

Remarks ²⁵ Thursday Dec 21

This day at work taking on Board Recruits the Capt. on shore. Received on Board 3. loads of wood 140. fumbkins. 13. bbl. of potatoes 2 hogs some fowls. Bananas fine Apples.

Remarks ²⁶ Friday Dec 22

First part pleasuring at 8. A. M. left the Island of Karotonga. steering S. W. Middle and latter part pleasuring one sail in sight. This day at work clearing the decks of wood.

No Day.

Remarks Saturday Dec. 23

Commences with light airs from the N.W. steering S. E. by E. under all sail Middle and latter parts heavy rain with Thunder and lightning and Moderate Breeze from the N.W. N. W. Nothing in sight

No Ob.

Remarks Sunday Dec. 24

Commences with light airs from the N.W. steering S. E. under all sail the weather rainy Middle and latter parts the same Nothing in sight

Remarks Monday Dec. 25

Commences with light airs from the N. with rain. Middle and latter parts pleasant. At work fitting Main Top sail yards, we fitted new jibs, and peril rope. This day chose Boats Crews. Nothing in sight ship steering S. E. by E.

No Ob

Remarks ^{On} Tuesday Dec. 27,

Commences with Moderate Breeze from the E. N. E. steering S. E. by S. under all sail. Middle and latter parts Moderate Breeze from the E. N. E. steering S. E. by S. 3. sails in sight steering to the S. E. This day fitting fore and Main Top Sail Runners.

Lat 26, S.
Lon 149, W.

Remarks ^{On} Wednesday Dec. 28

This day light air from the E. N. E. steering S. E. by S. under all sail Middle and latter parts pleasant. Nothing of the whale kind in sight 3 sails in sight This day found a leak in one of our pipes of oil

Lat 28, 30, N.
Lon 154, W.

Remarks ^{On} Thursday Dec. 29.

This day light air from the E. N. E. steering S. by E. 1/2 E. This day bent men, mizen Top Sail The men at work fitting Rigging, and Tarring down 3 sails in sight

Lat 30, 10, N.
Lon 155, 18, W.

Remarks Friday Dec. 30.

Commences with
Moderate breeze from the
N. N. E. steering S. by E, $\frac{1}{2}$ E.
Rough the old bark Yacht
Midway and latter parts
pleasantly at work mending
sails. Sent out ~~the~~ 10
boom. Nothing in sight

Sun 31. 30. 9
Mon 15. 37. 30. 9

Remarks Saturday Dec 31.

Commences with
light airs from the
S. E. with rain ship
heading S. S. W.
Middle and latter parts
pleasant with the wind
from the E. S. E. This
day at work mending Fore
Tackail and Tarring
Rigging

Laz 33, 32, 8
 Log 150, 33 W

Remarks on Board Ship Scotland Jan^y 1854.

On this year. Commences
with fresh Breezes from the
E. S. E. steering S. under all
sail. Michelle and latter
parts pleasant wind from
the E. S. E. is S. E. ship
steering by the Wind.

Lat 35° 26' S.
 Long 158° 30' W.

Remarks. Jan. 2 1854

Commenced with light airs from the E. S. E. ship heading S. under all sail, Middle and latter parts pleasantly bent Main Topsails. the men at work reefing sails. Nothing in sight

Lat 37, 05. S
Lon 158, 40 W

Remarks. Tuesday, Jan. 3.

Commenced with light airs from the N. E. Steering S. by E. Middle and latter parts fresh Breezes with rain ship under all sail Nothing in sight

Lat 38. 40. S
Lon 157. 50. W

Remarks. Wednesday Jan 4.

This day first part moderate Breezes from the S. W. Steering S. E. by S. Middle and latter parts strong gale, and squally. ship under double Reefed fore and Main Topsails, and fore sail. Turned up the Boats. Nothing in sight

Mr. Oke

Remarks. ^{on} Thursday Jan 5

Commences with strong gales from the S. W. steering S. E. by E. under double Reefed Topsails. Nothing in sight.

Lat 41, 32, S.
Lon 15 40 00 W.

Remarks. ^{on} Friday Jan 6

Commences with strong Gales from the S. W. steering S. E. by S. Middle and latter the same. the ship under fore and Main Topsails Fore and Main Sail and jib. steering S. E. Nothing in sight

No Obs Lat 43, 00
Lon 15 2, 00

Remarks Saturday Jan 7.

Commences with Moderate gales from the S. W. steering E. S. E. Middle and latter parts Moderate with wind from the S. W. steering S. E. by E. ship under all sail

Lat 45, 13, S.
Lon 14 9, 00 W

Remarks, Sunday Jan 8.

Commence with
Moderate gale from the S. W.
with rain squalls. Middle
part wind from W. N. W.
latter part from S. W. steering
E. S. E. ship under Topsails
and Main Top Gallant sail
plenty of rain and hail
in squalls

Lat 46. 50. S
Lon 145. 10 W.

Remarks Monday Jan 9.

Commences with
Moderate gales from S. W.
Middle and latter parts
strong gales ship under double
reefed fore and Main
Topsails. and Fore sail.
wind from S. W. steering
E. by S. Nothing in sight
so ends this day.

Lat 48. 10. S
Lon 141. 20 W.

Remarks Tuesday Jan 10.

This day strong
gales from the S. W. at
4. A. M. Crew kept the
Main Topsail, put the
fore Topsail and Foresail
and hove the ship to the
wind on the starboard tack
saw one Right whale Middle
and latter parts More moderate
ship under double reefed Topsails
wind S. W. steering E.

Lat 48. 20 S
Lon 138. 40 W.

Remarks ^{Wyd} Wednesday Jan 11

Commences with
fresh breezes from the S.W.
steering E. by N under all sail.
Caught a porpoise. Middle part
caught another one. Latter part
rose Main Top Gallant brace.
Fore Top Mast. Studding sail
hal yards. Back. and Lower
hal yards. One sail in sight.

Lat 49, 00, S.
Lon. 137, 10 W

Remarks ^{Wyd} Thursday Jan 12

This day commences
with light airs from the W.
steering E. Middle and latter
parts strong breezes from the
N.W. steering E. under all
sail Nothing in sight all
is well that ends well

Lat 49, 15, S.
Lon 138, 20, W

Remarks ^{Wyd} Friday Jan 13.

Commences with
strong breezes from the
N.W. ship under all sail
this day cut Flying jib
Middle and latter parts
very strong breezes from the
N.W. steering E. at 4, P.M.
furl the Top Gallant sails
at 4 P.M. set them again
set fore top Mast studding sail.

Lat 48, 53, S.
Lon, 127, 05, W

Remarks Saturday Jan. 14,

Commences with fresh breezes from the N. W., steering E. by N. under all sail. Middle and latter parts strong breezes from the N. by W. steering E. by N. under all sail at work mending sails, so ends this day

Lat 50, 20, 4.
Lon 123, 10, W.

Remarks Sunday Jan. 15.

Commences with strong winds from the N. by W. at 4, A. M. furled the ^{top} Gallant sails, and double reefed the Fore and Mizzen Top sails. Middle and latter parts fresh gales from the N. W. steering E. by N. double reefed the Main Topsail, furled the Mizzen, and reefed the Courses, and furled the jib.

Lat 51, 10, S.

Lon. 128, 30, W.

Remarks Monday Jan. 16.

Commences with fresh gales from the N. W. with rain, ship under close reefed Main, and double reefed Fore Topsail, and reefed fore sail, steering E. by N. Middle and latter parts Moderate breezes from the W. steering E. by N. under all sail. The weather rainy and foggy.

Lat. 51, 35, S.

Lon. 130, 50, W.

Remarks ^{7th} Tuesday Jan 17,

This day Commences with light airs from the S. S. W. steering E. by N. under all sail. Middle and latter parts light airs from the W. steering E. by N. at work mending sails and fitting Main & Royal yards saw several Pinbacks, so ends this day.

Lat 52, 00 S,

Lon 113, 20, W.

Remarks Wednesday Jan 18.

Commences with light airs from the W. N. W. steering E. by N. under all sail. Bent new Main Royal and finished repairing fore Top sail and bent it saw several pinbacks and one sails Middle and latter parts pleasantly repaired the fore sail and fore Top Gallant sail,

Lat 52, 15 S

Lon 110, 30, W.

Remarks ^{8th} Thursday Jan 19.

Commences with Moderate Breeze from the W. steering E. by N. 1/2 N. under all sail. spoke the ship Huntsville of Cold-Spring Middle and latter parts pleasantly spoke the Huntsville again and exchanged Two bbl of Flour for one cask of Bread.

Lat 52, 20 S

Lon 106, 30 W

Remarks - Friday, Jan. 20th

^{on} This day Commences with strong Breeze from the W. N. W. steering E. by N. of S. furled Top Gallant sails and reefed Mizzen, Topsail, Main and latter parts pleasant ship under all sail. ab work making a Flying jib. Caught a porpoise. Saw Blackfish. so ends this day.

Lat 52.45. S.
Lon 103.00. W.)

Remarks Saturday Jan. 21.

Commences with light airs from the W. steering E. by N. under all sail the weather Raining. Middle and latter parts pleasant ab work making Flying jib. One sail in sight

Lat. 53.00 S.
Lon 99.20. W.

Remarks Sunday Jan. 22.

Commence with light airs from the W. S. W. steering E. by N. This day found 4 fms of Hawaiian Reef spitz. Middle and latter parts pleasant saw plenty of Blackfish. and porpoises. opened 4 fms of Mead.

hook 3 fms
Reef 1, 11

Lat 53.00 S.
Lon 99.20. W.

Remarks - Monday Jan 23

Commences with
Moderate Breezes from the
W. steering E. by N. under
all sail. nothing in sight.
Middle and latter parts
pleasant. This day painted
Flying jib boom, and finished
Flying jib so ends

Lat 53. 30. S,
Lon. 91. 30 W.

Remarks Tuesday Jan 24.

This day commences
with Moderate Breezes from
the W. steering E. by N. under
all sail. Nothing in
sight the weather hazy. Middle
and latter parts pleasant;
with light from the S. by E.
plenty of porpoises in
sight so ends

Lat 53. 40. S
Lon 88. 40. W

Remarks Wednesday Jan 25

Commences with
light air from the S. S. E.
steering E. under all sail
Middle and latter parts light
air from the S. S. E. ship
heading E. This day sent
down the Fore Top sail
repaired it and sent it
up again. so ends

Lat 53. 40. S
Lon 86. 30 W.

Remarks Thursday Jan 26.

Commences with light air from the N. W. E. heading E. S. E. Repaired spare Main Topsail. and reefed lower, middle and latter parts pleasantly with light air from the S. S. E. heading E. under all sail. saw porpoises, and struck one so ends this day.

Beef 1. Hk.

Lat No Obs 32.58
Lon " " 85.30.

Remarks Friday Jan 27.

Commences with light air and calm. Middle and latter parts light air from the W. M. W. steering E. by S. under all sail at work repairing Fore Topsail. Nothing in sight.

No Obs. Lat 34.20 S
Lon 88.30 W

Remarks Saturday Jan 28

Commences with fresh breeze from the W. M. W. steering E. by S. under all sail at work mending sails so ends first part Middle and latter parts fresh breeze with rain, and thick fog. Caught a porpoise.

No Obs. Lat 36.00 S
Lon 90.00 W

Remarks Sunday Jan 29.

Commences with
Moderate Breezes from the
S. W. the weather hazy
spoke a French Barque
bound to Valparaiso.
Middle and latter part fresh
Breezes from the N. W. steering
E. by S. under all sail the
weather foggy.

No. 10, D. R. Lat 56.52,
Lon 78.24.

Remarks Monday Jan 30.

Commences with
Moderate Breezes from the
N. W. steering E. by S. at
9 A. M. the weather foggy
have the ship to under Close
reefed Topsails heading N. S. W.
Middle and latter parts fresh
Gales from the N. W. steering
E. by S. saw Three small
Ice Burch. also a ship

No. 10 Lat 58.45,
Lon 71.40

Remarks Tuesday Jan 31.

Commences with
Moderate Gales from the
N. W. steering from E. N. E.
to N. E. under Close reefed
Topsails spoke the George
Washington of warham 5. Mths
out. Heard saw one other
ship

Lat 58.38 S.
Lon 68.30 W.

Remarks ²⁴ Feb. 1. Wednesday.

Commences with fresh Gale from the N. W. steering N. E. by N. under double reefed Topsails one ship in sight Middle and latter part fresh breezes from the N. W. ship under Topsails. and Course. Signalized a dutch Barque.

Lat 57.30 N
Lon 65.40 W.

Remarks ²⁵ Thursday Feb 2.

Commences with strong Breezes from the N. W. steering N. E. by N. 1/2 N. under all sail nothing in sight the weather Cloudy. so ends this day.

Lat 55.58 S
Lon 68.20 W.

Remarks ²⁶ Friday Feb 3

Commences with Moderate Breezes from the N. W. steering N. E. by N. 1/2 N. under all sail. the weather squally. Middle and latter pleasant with strong Breezes from the N. W. steering N. E. by N. 1/2 N. under all sail. Nothing in sight, so ends this day.

Lat by Obs. 54.42 S
Lon 68.00 W.

Remarks Saturday Feb 4

Commences with
fresh breezes from the N.
N. W. steering by the wind
saw school of killers also
Two ships the weather thick
and rainy Middle part
strong breezes from the N.
N. W. steering N. E. by N.
N. W. under double reefed
topsails. Latter part Moderate
ship under all sail steering
N. by E. Lat 53, 26, S
Long 56, 40 W.

Remarks Sunday Feb 5

Commences with
Moderate breezes from the
W. S. W. steering N. by W.
under all sail bent runs
Flying jib Middle and
latter parts pleasant
nothing in sight wind
from the N. N. W.

Lat 57, 20, S
Long 64, 20, W

Remarks Monday Feb 6

Commences with
fresh breezes from the N.
steering by the wind
at 2 A. M. detached ship
heading E. N. E. at 4 A.
M. detached heading N. N. W.
the weather foggy
with heavy swell, one ship
in sight

Lat 51, 20, S
Long 56, 00, W

27

Remarks ^{My} Tuesday ^{My} Feb 7

Commences with fresh Breezes from the N. W. heading N. N. E. under all sail. Middle part strong gales from the S. with very heavy swell. Ship under close reefed Main Topsail double reefed fore and fore sail. Middle part Moderate made all sail.

Lat 49. 30. S
Lon 55. 00 W.

Remarks ^{My} Wednesday ^{My} Feb 8

Commences with light air from the N. W. heading to the Eastward Middle and latter parts fresh gales from the N. N. E. The ship heading N. W. by S. under close reefed Main and Mizzen Topsails and fore sail. One ship in sight to end this day.

Lat 49. 24. S.
Lon 65. 30. W.

Remarks ^{My} Thursday ^{My} Feb 9

Commences with Moderate Gales from the Northward heading W. under short sail. Middle part thick and hazy. latter part pleasant ship under all sail. the wind from the N. W. steering N. N. W. saw a Pinback

Lat 48. 20. S
Lon 56. 00

Remarks Friday Feb 10

Commences with
light airs from the N.
N. W. heading N. under
all sail. at work mending
sails. Middle and latter
parts fresh breezes from
the N. N. W. several
finbacks in sight so
ends this day

Lat. 47. 10, S
Lon. 58. 30 W

Remarks Saturday Feb. 11

Commences with
fresh breezes from the
N. heading W. N. W.
at 8. A. M. shortened
sail. and set boats crew
Middle part pleasant at
4. P. M. called all hands
and made sail. latter part
pleasant. plenty of finbacks
in sight at work doing
ships duty

Lat 47. 00 S
Lon 58. 30 W

Remarks Sunday Feb. 12

Commences with
light airs from the N.
heading W. N. W. at 8. A. M.
shortened sail. and set
the watch. so ends first part
Middle and latter parts
light airs from the N. N. W.
To N. saw several finbacks
and billers. so ends

Lat 46. 45 S
Lon 59. 00 W

Remarks Monday Feb 13.

Commences with light
air from the N. heading
E. N. E. under all sail. Nothing
in sight. Middle and latter
parts fresh breeze from the
N. N. W. ship heading N. E.
under all sail. (Thick fog)
saw several ^{or} Finbacks.

Lat 46. 00

Long 54. 00

Remarks Tuesday Feb 14

Commences with
Moderate Breeze from the
N. W. steering N. E. The
weather (Thick). saw several
^{or} Finbacks. Middle and
latter parts Moderate Breezes
from the S. W. With (Clear
weather). steering N. E. by N.
under all sail.

Lat 45. 40. S

Long 51. 00 W

Remarks Wednesday Feb 15

Commences with
light air from the S. W.
steering N. E. by N. under
all sail. being square riced
Gopsail. Middle and latter
parts Strong Breeze from the
N. N. W. heading N. E. ship
under Gopsails saw several
Finbacks. and plenty of
Birds.

Lat 45. 00 S

Long 48. 00. W

Remarks Thursday Feb 16

Commences with strong gale from the N. W. steering N. E. by N. Middle and latter parts ship under close reefed topsails the weather thick and rainy. Nothing in sight so ends this day.

Taf 44.00
No Obs. Lon 46.00

Remarks Friday Feb 17

Commences with light air from the S. W. steering N. E. by N. under all sail Middle part moderate. saw some killers. latter part wind from the S. E. with heavy swell from the S. W. This day at work scraping Decks. and fitting in pieces

Taf 43.00
No Obs. Lon 48.00

Remarks Saturday Feb 18

Commences with light air from the N. E. heading N. N. W. under all sail. still very heavy S. W. swell. Broke out for ^{an hour} minutes. Middle and latter parts light air from the N. by W. Ship under all sail at work plaining the Decks. and hole

Taf 42.00
Lon 48.30

Remarks Sunday Feb 19.

This day commences with light airs from the N. heading E. N. E. under all sail plenty of Sloopbacks in sight. Middle and latter parts strong Breezes from the N. N. heading N. E. under all sail. saw several Sloopbacks so ends this day.

Lat. 41, 00
No Obs Long. 43, 25

Remarks Monday Feb 20

Commences with strong winds from the N. heading E. N. E. at 4. A. M. doubled Reefed the Topsails at 4 A. M. strong gale. furled the Fore and Main sails jib and Mizzen Topsails and close Reefed Fore and Main Topsails. Middle part strong Gale. latter part Moderate with heavy swell. Made all sail

Lat 40, 20 S
Lon 41, 15 W

1. H. B. B.

Remarks Tuesday Feb 21

Commences with Moderate Breezes from from the N. N. W. steering N. E. by N. under all sail One sail in sight. Signalled with line Middle and latter parts Moderate Breezes from the S. N. steering N. E. under all sail. the men at work doing ships duty so ends this day

Lat 39, 00 S
Lon 39, 00 W

Remarks ^{Wed} Wednesday Feb 22

Commences with light air from the S. W. steering N. E. under all sail. Middle and latter parts fresh Breezes from the N. N. W. heading N. E. the men of work making shrou and and fitting ship. One sail in sight

Lat 38. 05. S
Lon 35. 20 W

Remarks ^{Thurs} Thursday Feb 23

This day commences with fresh Breezes from the E heading E. Middle part strong Breezes with plenty of rain latter part moderate with rain and fog. Muckins in sight

Lat 36. 20 S
Lon 36. 00 W

Remarks ^{Fri} Friday Feb 24.

Commences with strong Breezes from the W. S. W. steering N. E. by E. under Topsails and courses. the weather thin and hazy. Middle part strong winds backed to Fore Topsail latter part moderate Breezes from the S. W. steering N. E. by E. under all sail

Lat 34. 57. S
Lon 37. 20 W

Remarks Saturday Feb 25

Commences with light airs from the S. W. steering N. E. by E. under all sail. One sail in sight Middle and latter parts Calm. this day sent out the Boats. the men at work fitting the rigging so ends this day

Lat 34. 34 S
Long 33. 40 W.

Remarks Sunday Feb 26

Commences with light airs from the N. N. E. heading E. under all sail One ship in sight Middle and latter parts heats Breezes from the N. E. and W. N. W. with Thunder and Lightning. and rain at 6. p. M. Clouds kept the Topsails. at 10. p. M. Made all sail. wind from W. N. W.

Lat 33. 53 S
Long 32. 50 W.

Remarks Monday Feb 27

Commences with Moderate Breezes from the W. N. W. with Clear Weather sun & juncups. Middle and latter parts Moderate Breeze from the W. N. W. Course N. E. by E. ship under all sail. the men at work fitting the rigging Making Spungarn &c. One sail in sight

Lat 32. 38
Long 32. 00

Remarks Tuesday Feb 28.

Commences with
light air from the
S. W. steering N. E. by E
the men at work in the
Rigging. One sail in sight
Middle part Cabin latter
part light air from the
N. heading E. N. E. under
all sail. the weather clear
and warm, so ends

Lat 32.04 S
Lon 32.00 W

Remarks Wednesday Feb. 1. ^{March}

Commences with
light air from the N.
heading E. N. E. One sail
in sight Middle part latter
part moderate breeze from
the N. W. heading N. N. E.
under all sail Nothing in
sight the men at work
fitting the Rigging

Lat 31.01 S
Lon 31.30 W

Remarks Thursday March 2.

Commences with
very light air from the
N. W. heading N. N. E.
under all sail Middle
part the same. latter
part calm. The sails
blew up and down
the men at work fitting
ship so ends

Lat 30.34 S
Lon 31.10 W

One M. Reef.

Remarks Friday March 3

Commences with
light airs from the N. E.
heading N. N. W. under
all sail Middle part Moderate
winds from the N heading
E. N. E. latter fresh Breezes
from the N. N. W. heading
N. E. by E. under all sail.
The Men at work in the
Rigging so ends this day

Lat 28. 37. N
Lon 30. 10. W

Remarks Saturday March 4

Commences with
strong breezes from the N.
N. W. heading N. E. under
Bobsails and Courses. One
sail in sight Middle and
latter part fresh Breezes
from the N. to N. W. heading
to the Eastward. the Men
at work doing ships duty
so ends this day

Lat 28. 35. N
Lon 29. 30. W

Remarks Sunday March 5.

Commences with
fresh Breezes and rain
squalls from the N. W.
to N. heading to the
Eastward fueled the Fore
and Mizzen Top Gallant
sails Middle and latter
parts strong breezes from
the N. N. W. ship under
double Reefed Bobsails.

Lat 29. 50 N
Lon 28. 05. W

Remarks Monday March 6.

Commences with strong Breezes and squally the ship under double Reefed Topsails and Fore sail latter part the same. Nothing in sight the men at work fitting the Rigging so ends

Lat 24, 25, S
Lon 24, 00 W

Remarks Tuesday March 7,

Commences with strong Breezes from the N. N. E. ship heading N. W. Middle part light air from the N. N. W. heading N. E. latter part calm. first and middle parts heavy rain squalls. the men at work doing ships duty

Lat 25, 30 S
Lon 25, 40 W

Remarks Wednesday March 8,

Commences with light air from the N. N. W. to N. W. with rain squalls. ship heading from N. E. to N. N. E. middle and latter parts light air from the N. heading E. N. E. on Starboard Tack. and W. N. W. on Larboard Tack. the men at work in the Rigging

Lat by Chron 25, 25, S

Lon by Chron 25, 20, W

Remarks Thursday March 9.

Still nothing but light airs from the N. ship heading E. N. E. and W. N. W. Middle and latter parts the same. Nothing in sight. the employed fitting ship so ends.

Lat 25. 40. S

Lon 26. 00. W.

Remarks Friday March 10.

Commences with light airs from the N. heading E. N. E. One sail in sight middle and latter parts light airs from the E. Steering W. N. W. under all sail the Men at work in the Rigging so ends this day.

Lat 24. 54. S

Lon 28. 35. W.

Remarks Saturday March 11

Commences with light airs from the E. Steering W. N. W. under all sail Middle and latter Moderate Breezes from the N. E. heading W. N. W. Three sails in sight Capt went on Board a Spanish Brig 15. days from Montevideo to get some coal.

One W. Reef

Lat 23. 53. S

Lon 28. 00. W.

Remarks Sunday March 12

Commences with Moderate Breeze from the N. E. heading N. W. under all sail. Three sails in sight. Went on board an English Brig and got some coal. Middle and latter parts blowing with Moderate Breeze from the N. E. so as to stay

Lat 22. 41 S
Lon 29. 40 W

Remarks Monday March 13

Commences with light air from the N. N. E. heading N. W. under all sail. Middle part light air from the N. N. E. heading N. W. under all sail. All hands at work fitting and Raising Rigging. Two sails in sight

Lat 21. 53 S
Lon 30. 20 W

Remarks Tuesday March 14

Commences with Moderate Breeze from the N. N. E. heading N. W. under all sail. Two sails in sight. One of them the Agnes Klauke of Bristol. Middle and latter parts Moderate Breeze from the N. heading E. N. E. under all sail. Three sail in sight all hands at work fitting &c

Lat 21. 13 S
Lon 32 00 W

Remarks ^{Wed} Wednesday March 15

Commences with light air from the N. heading E. N. E. under all sail. Three ships in sight. Middle and latter parts fresh breezes from the N. heading from W. N. W. to E. N. E. all hands employed fitting ship. so ends

Lat 20. 40. S
Lon 31. 10. W.

Remarks Thursday March 16

Commences with fresh breezes from the N. N. W. heading N. E. with squally rainy weather. Middle part the same latter part strong winds from the S. S. E. steering N. by E. $\frac{1}{2}$ E. under all sail the weather squally spoke a Dutch Barque from Callio. bound to Cork,

M. Obs. Lat 19. 40
Lon 30. 50. W.

Remarks Friday March 17

Commences with strong breezes from the S. S. E. steering N. by E. $\frac{1}{2}$ E. With squally rainy weather Middle part the same. latter part fresh breezy with variable winds. from E. to S. all hands at work cleaning ship for painting Nothing in sight so ends

Lat 17. 00. S
Lon 30. 00. W.

Remarks Saturday March 18

Commences with
fresh Breezes from the S.
S. E. steering N. by E. $\frac{1}{2}$ E.
under all sail. the
weather rainy. Middle part
the same. Latter part
light Breezes from the S.
E. steering N. by E. under
all sail. All hands at work
fitting ship. Nothing in sight

Lat 14, 25 S,
Lon 30, 00 W.

Remarks Sunday March 19.

Commences with
light airs from the S. E.
steering N. by E. under all
sail. All hands at work
look out for flood. we
hold so ends first part Middle
and latter parts pleasant
Nothing in sight. - so ends

Lat 12, 30 S
Lon 32, 20 W.

Remarks Monday March 20

Commences with
Moderate Breezes from
the E. N. E. weather N.
Middle part fresh breeze
steering N. by N. latter part
Moderate One sail in sight
all hands employed fitting
ship. so ends

Lat 10, 44 S
Lon 34, 54 W.

Remarks Tuesday 21, March

Commences with moderate breeze from the E. N. E. heading N. under all sail. Middle and latter strong breeze from the E. heading E. N. E. all hands at work fitting rigging so ends this day

Lat. 2. 36 S.
Lon. 32. 50. W.

Remarks Wednesday March 22

Commences with strong breeze from the E. S. E. ship under all sail. Middle part the same latter part wind from the S. E. by S. steering N. E. by N. under all sail. Two ships in sight all hands at work fitting ship so ends

Lat 6. 34 S.
Lon 32 19. W

Remarks Thursday March 23

Commences with strong breeze from the E. S. E. steering N. E. by N. 1/2 N. under all sail. Middle and latter part the same. at 10. p. M. raised the Land. at 12 p. M. Dist 9. Miles. Two sails in sight. all hands at work fitting ship.

Lat 4. 00 S.
Lon 32. 35 W

Remarks Friday March 24

Commenced with
fresh breezes from E. S. E.,
steering N. by E. under all
sail Middle and latter
parts squally. weather with
sun. All hands employed
fitting ship, painting yards,
and topsails. sheets. Two
sails in sight so ends
this day.

Lat 1. 20. S.
Long 32 40. W.

Remarks Saturday March 25

Commenced with
Moderate breezes from the
E. S. E. heading N. under
all sail. the weather
squally. Middle and
latter parts pleasant
All hands busy painting
and fitting ship. One
sail in sight.

Lat 00, 20 S
Long 33 20 W.

Remarks Sunday March 26

Commenced
with light air from the
S. E. by E. ship heading N.
by W. under Top G. O. L. L.
sails, at work. painting
getting out water. Middle
and latter parts strong
breezes from the N. E.
heading N. N. W. under
a press of canvas.

Lat 1. 20 S
Long 34 40 W.

Remarks Monday March 27

Commences with
strong Breezes from the N. E.
steering N. N. W. under Top
Gallant sails. the watch
busy painting and clearing
ship. Nothing in sight
so ends this day

Lat 2, 20 N.
No Obs Lon 36. 00. W.

Remarks Tuesday March 28

Commences with
strong Breezes from the
N. E. heading N. N. W. the
weather squally. Middle
and latter parts squally
with strong Breezes from the
N. E. by N. ship under Top sail
and Courses. Nothing in
sight. so ends this day

Lat 4, 00 N.
No Obs Lon 38, 00, W.

Remarks ^{sup} Wednesday March 29

Commences with
strong Breezes from the
N. E. by N. heading N. W.
by N. one sail in sight
Middle and latter parts clearing
with strong Breezes from the
N. E. steering N. N. W. to N. W.
by N. under all sail

Lat 6, 00
No Obs Lon 39, 00.

Remarks Thursday March 30.

Commences with strong breezes from the N. E. by E. steering N. W. by N. under all sail the Men at work mending sails. Nothing in sight so ends this day.

Tab 8. 18 M
No Obs Low 42. 00 W.

Remarks Friday March 31.

Commences with fresh breezes from the N. E. steering N. W. by N. under all sail the Men at work mending sails Broke out for water Middle and latter parts fresh breezes from the N. E. steering N. W. by N. under all sail. Nothing in sight

Tab 10. 00 M
Low 44. 20 W.

Remarks Saturday April 1.

Commences with fresh breezes from the N. E. steering N. W. by N. Cleared ship for fainting so ends first part Middle part fresh breezes from N. E. at 3. P. M. furlled the Top Gallant sails and couple reefed the Topsails and hauled up the Courses and commenced fainting ship

Tab 11. 15 M
Low 46. 20 W.

Remarks Sunday April 2

Commences with
fresh breeze from the N. E.
ship heading W. S. W. under
Close sail at 5. A.M. finished
furling ship inside, and
hove the ship to heading
N. N. W. so ends first part
Middle and latter part
pleasant with strong breezes
at 9. P.M. Made sail steering
N. W. by N. Lat 11, 45. N.
Lon 47, 02 W.

Remarks Monday April 3

Commences with
strong breezes from the
N. E. by E. steering N. W.
by N. with Top Gallant sails
set. Middle and latter parts
the same. Two sails in
sight, at work making
small rope, so ends this
day.

Lat 13, 50. N.
Lon 49, 09. W.

Remarks Tuesday April 4

This day Commences
with fresh breezes from
the N. E. by E. steering
N. W. by N. under Top Gallant
sails, Middle and latter
parts fresh breezes from
the N. E. steering N. N. W.
under all sail

Lat 16, 02 N.
Lon 51, 30 W.

Remarks - Wednesday April 4

Commences with
fresh breeze from the N. E.
steering N. W. by N. under
Grosbeils and Coopers Middle
part same. latter part
light air from the N. E.
ship under all sail
sent down Main Top sail
and sent up another one.
repaired the old one and
sent it up forward. painted
the Bulwarks outside

Lat. 17. 44. N
Lon 53. 10 W

Remarks - Thursday April 5

Commences with
light air from the N. E.
ship under all sail
middle and latter parts
light air from the N. E.
by W. ship steering by the
wind. all hands at work
fitting ship. so ends this day

Lat. 19. 08 N.
Lon 54. 20 W

Remarks - Friday April 6

Commences with
light air from N. N. E.
heading N. W. under all
sail. took out water M. and
and latter parts pleasant
with light air from
the E. N. E. steering N.
W. by N under all sail

Lat 20. 38 N
Lon 56. 00 W

Remarks Saturday April 8.

Commences with
light airs from the N. E.
Middle parts Moderate,
latter the same this day.
Painted starboard side of the
ship. One sail in sight.
the weather Clear and pleasant.

Lat 21, 51

Lon 57.

Remarks Sunday April 9

Commences with
light airs from the E.
S. E. steering N. W. by W.
Middle and latter parts
the same. The weather
Clear and pleasant. No
sails in sight. Painted
the Starboard side of the
ship. so ends this day.

Lat 22, 20 N

Lon 58. 30 W

Remarks Monday April 10

Commences with
Moderate breezes from the
S. E. steering N. W. by W.
under all sail. Middle
and latter parts pleasant
with Moderate breezes from
the S. E. steering N. W. by W.
under all sail. saw a spar
in the water at work doing
ships duty.

Lat 23, 32 N

Lon 60, 23 W

Remarks Tuesday April 11

Commences with
light airs from the S. E. steering
N. W. under all sail
Middle and latter parts
Moderate weather with
wind from the S. E.
the men employed in
painting and filling ship
one sail in sight

Lat 24.30 N
Long 62.03 W

Remarks Wednesday April 12

Commences with
Moderate Breeze from the
S. S. E. steering N. W.
under all sail Middle
part light airs and pleasant
latter part the same.
the men at work doing ship's
duty one sail in sight

Lat 25.32 N
Long 63.40 W

Remarks Thursday April 13

Commences with
calm and pleasant weather
Middle part the same
latter part very light airs
from the N. E. at work
painting and cleaning
cabin. Nothing
in sight so end

Lat 26.38 N
Long 63.50 W

Remarks ^{By} Friday April 14

Commences with
light airs from the N. E.
steering N. W. by W. under
all sail, and sail in sight
Middle and latter parts pleasant
Nothing in sight. the wind
from the S. E. steering N.
W. by W.

Lat 26. 40 N.
Lon 63. 40 W.

Remarks Saturday April 15th

Commences with
good breezes from the S.
steering N. W. Middle
and latter parts wind from
the S. E. with clear pleasant
weather. Nothing in sight
so ends this day

Lat 28. 18 N.
Lon 64. 30 W.

Remarks Sunday April 16th

Commences with
pleasant weather and
wind from the S. S. E.
steering N. W. under all
sail. Middle and latter
part. greatly to be desired
Top Mast studding sail boom
and split studding sail
wind from the S. W.

Lat 30. 20 N.
Lon 64. 30 W.

Remarks Monday April 17

Commences with strong breezes from the S. S. W. steering N. N. W. under double reefed Top sails. Middle and latter parts the same Two sails in sight. ~~Through~~ Cut the ^{1st} Top Mast overboard, and lashed the spare spar Midships

Lat 33.03 N
Lon 70.13 W

Remarks Tuesday April 18

Commences with fresh breezes from the S. W. steering N. N. W. Middle parts the same steering N. W. by N. latter part Moderate breezes from the N. W. by W. steering by the wind several ships in sight sent down Main. Top Sail, and repaired it

Lat 34.28 N
Lon 70.8 W

Remarks Wednesday April 19

Commences with light breezes from the N. W. steering by the wind to N. N. E. Middle and latter parts Moderate from the N. W.

Lat 35.26 N
Lon 71.18 W

Remarks Thursday April 20

Commences with fresh
Breezes from the W. steering N.
M. W. under all sail Middle
and latter parts fresh Breezes
from the W. S. W. ship under
double reefed Topsails. several
sails in sight. the people
at work fitting. ship so ends

Lat 36. 42
Lon 72. 18.

Remarks Friday April 21

Commences with
Moderate Breezes from the
W. steering N. M. W. Middle
and latter parts fresh from
the W. S. W. steering N by
W. under short sail.
several sails in sight
so ends this day

Lat 37. 46. N
Lon 72. 40. W.

Remarks Saturday April 22

Commences with
light airs from the N. N. E.
heading N. W. Middle and
latter parts fresh Breezes from
the S. E. heading N. N. E.
plenty of small crafts in
sight. signaled with the
Prussian Barque, Eudora,
also spoke a schooner.

Lat 38. 00 N
Lon 72. 50 W.

Sunday April 23.

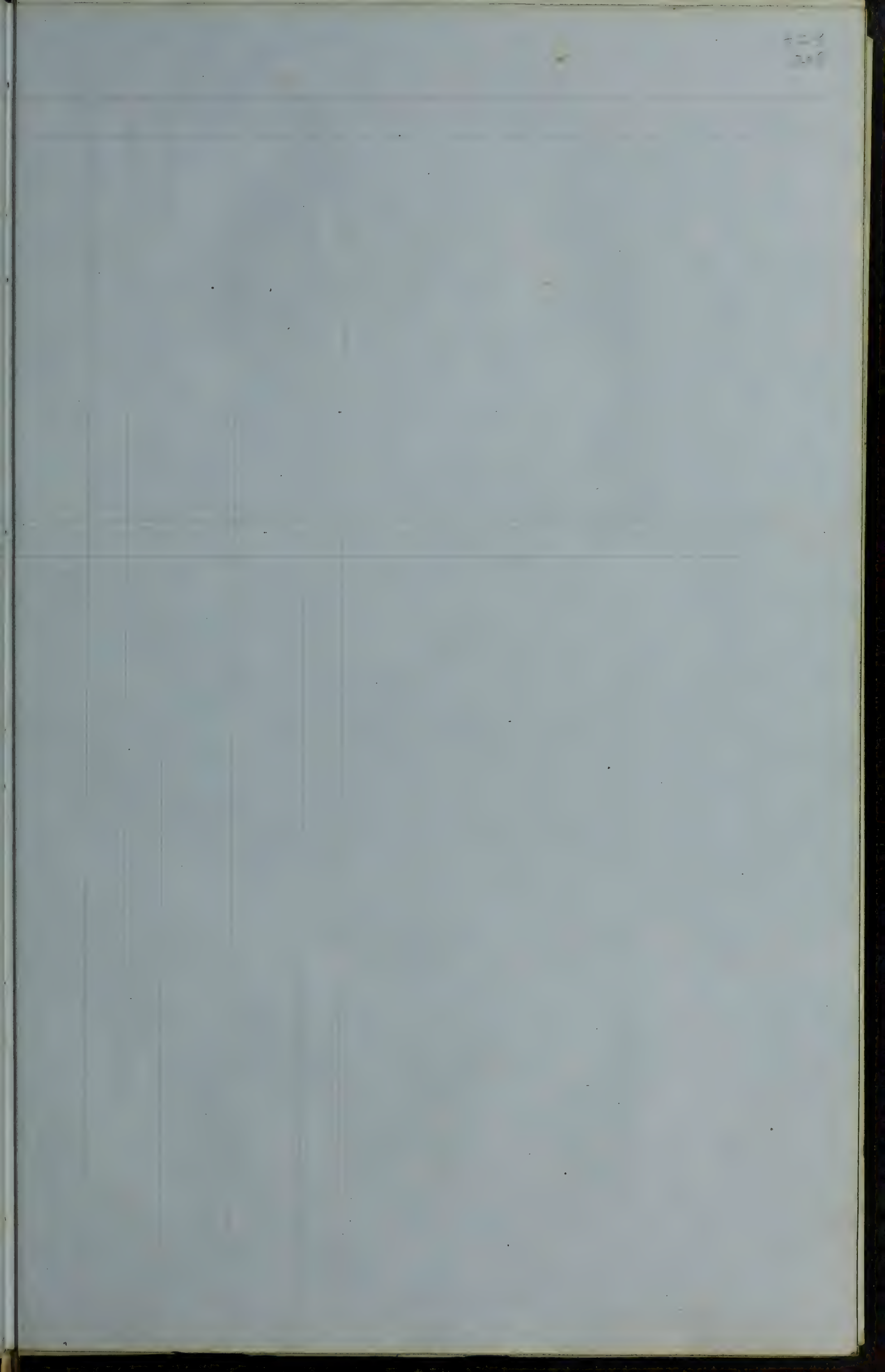
Commences with
Moderate Breezes from the
S. Middle part wind from
all points of the compass;
with fog Thunder and
lightning and rain latter
part Moderate gale from N.
N. E. ship under double
reefed topsails, and
fore sail several sail
in sight

Lat 39, 50
Lon 42, 40,

Remarks Monday April 24.

Commences with
fresh Breezes from the
N. N. E. ship under double
reefed topsails.

74.7
345



Beef and Pork Consumed on ship R. H. ~~the~~

| Beef | | | Pork | | |
|----------|---|--|----------|---|--|
| June 20 | 2 | | June 20 | 1 | |
| July 1 | 2 | | July 1 | 1 | |
| 16 | 2 | | 20 | 2 | |
| 30 | 2 | | 30 | 1 | |
| Aug 9 | 2 | | Aug 9 | 1 | |
| 20 | 2 | | 18 | 1 | |
| Sept 1 | 2 | | Sept 1 | 1 | |
| 6 | 1 | | " 11 | 1 | |
| 11 | 1 | | " " | 1 | |
| 20 | 2 | | 20 | 1 | |
| | 1 | | Oct 6 | 2 | |
| | 1 | | 16 | 1 | |
| | 2 | | | | |
| 28 | 2 | | 28 | 2 | |
| Nov 26 | 2 | | 26 | 2 | |
| Dec 07 | 1 | | Dec 7 | 1 | |
| | | | | 1 | |
| Jan 16 | 1 | | Jan 1853 | 1 | |
| 16 | 1 | | 16 | 1 | |
| 28 | 1 | | 28 | 1 | |
| Feb 5 | 2 | | Feb 5 | 2 | |
| 15 | 1 | | 15 | 1 | |
| March 20 | 4 | | March 20 | 3 | |
| 24 | 1 | | 24 | 1 | |
| April 2 | 1 | | April 2 | 1 | |
| 8 | 1 | | 8 | 1 | |
| 14 | 1 | | 14 | 1 | |
| 28 | 1 | | 28 | 1 | |
| May 4 | 1 | | May 4 | 1 | |
| | 1 | | 12 | 1 | |
| | 1 | | 18 | 1 | |
| | 1 | | June 2 | 1 | |
| June 2 | 1 | | 10 | 1 | |
| 10 | 2 | | 1 | 1 | |
| | 1 | | 21 | 1 | |
| | 1 | | | | |
| July 14 | 1 | | July 14 | 1 | |
| 16 | 1 | | 12 | 1 | |

| Statement of receipts at Ship Scotland | | | |
|--------------------------------------------|---------|---------|----|
| St. Margaret's last 12 1852 | 100 | 5 | 0 |
| 330 lbs Potatoes 1/2 cent | " | 12 | 0 |
| 1 Hit Onions 1/4 cent | " | 05 | 0 |
| 132 " Bay 1/2 cent | 1 | 15 | 6 |
| Shipping & Chain | 1 | 11 | 6 |
| Potatoes | 1 | 05 | 0 |
| Watering | 1 | 00 | 0 |
| 30 10 Hits Potatoes | " | 14 | 0 |
| 1852 1 Hit Onions 40% | " | 05 | 0 |
| Jan 10 Guard Boat 20% | 1 | 00 | 0 |
| 10 Hits Potatoes 20% | 1 | 00 | 0 |
| 60 lbs Onions 1/4 cent | " | 07 | 6 |
| " 12 3 tons 12 cent Potatoes 4 lbs per ton | 14 | 18 | 0 |
| 12 28 lbs Onions 1/4 cent | 07 | 12 | 11 |
| Guard Boat | " | 16 | 0 |
| Board Bill | 2 | 00 | 0 |
| 3 tons 8 cent Potatoes 4 lbs per ton | 13 | 12 | 0 |
| 45 " 5 " 5 272. 52 | | | |
| Onions 4. 24 | | | |
| Cr By 626 lbs Tobacco 1/4 cent | 281. 76 | 281. 76 | |
| | 281. 76 | | |
| | 000. 00 | | |

| List of receipts at Karatonga 2 Mo 12 1852 | | |
|--------------------------------------------|----|----|
| 26 lbs Potatoes 1 dollar per lb | 26 | 00 |
| 150 bunches Bananas | 50 | 00 |
| Yams | 2 | 00 |
| Yams | 3 | 00 |
| 6 lbs Onions | 6 | 00 |
| | 25 | 00 |
| eggs | 19 | 00 |
| Pine Apples | 03 | 00 |
| 4 lbs Pine Apples | 04 | 00 |
| Iron Poles | 1 | 00 |
| spars for Davis | 2 | 00 |
| labor | 1 | 50 |
| boat Hire | 5 | 00 |
| Reed for hauling | 10 | 00 |
| sun-kiss | 10 | 00 |
| Cocconut | 07 | 00 |

44

15

14

1 2

2

22

151-27-1

28

1

10

—

Account of Duck Canvas Drillings &c Consumed on board ship Scotland

| | | | | |
|----------|---------|---------------------|-----------|---|
| 1851 | 15 yds | up galleat Duck | " | " |
| " | 3 | Bolts for canvas | " | " |
| " | 168 yds | Cotton thread | Drillings | " |
| 1852 | 1 | Bolt sheathing Duck | " | " |
| March 19 | 1 Bolt | sheathing Duck | " | " |
| | 40 | 40 yds | Drillings | " |

A List of Rigging used on Board Ship Scotland

1851

August the 1th rove a new set of Laniards to the fore and Main rigging

| | | | | | | | | |
|--------|-----|------------------|------|-----|------|-----|------|----------------------------------------|
| August | the | 20 th | rove | new | fore | and | Main | Braces |
| " | " | " | " | " | " | " | " | Mizzen top gallant Halliards |
| " | " | " | " | " | " | " | " | fly Girth Halliards |
| " | " | " | " | " | " | " | " | Boat Sheats |
| " | " | 27 | " | " | " | " | " | new runner to Mizzen topsail Halliards |
| " | " | " | " | " | " | " | " | " |
| " | " | 29 | " | " | " | " | " | Lifts and foot ropes to fore topsail |
| " | " | 30 | " | " | " | " | " | Mizzen top gallant braces |

Ship Scotland September the 2^d 1851

September 2^d rove new Girth Halliards - foot ropes and lifts to main to main and new Main Royal rigging
 " 4th foot ropes to Main yard 20th and Main
 " 20th fore Royal rigging 13 rove new 2 Boat
 galls 24th rove Main top gallant cluelines and buntlines
 girth and staysail sheets
 5th the first 100 lbs of Manila Cordage for all
 1852 and Main topsails Halliards March 19
 2^d inch Manila Cordage for burden fall 1 Coile
 3^d Manila Cordage for Tracks and 1st pul ropes
 6th rigging used Main Royal sheets & buntlines
 Main Royal lines 1 Coile 1 Man

List of Flour Consumed on Board Ship. Scotland

1851

July 10 1 lb Flour

List of Meal Consumed

1851

25 1 " " " 1
 Aug 14 " " " 1
 " 24 " " " 1
 Sept 10 " " " 1
 Nov 2 2 " " " 3 1/4
 Dec 25 " " " 3 1/4
 March 11 " " " 3 1/4

July 10 1 lb Meal " 1
 Aug 27 1 " " 1

1852

June 1 2 1/2
 July 8 4 1/2
 Aug 16 1
 Sept 1 1
 1 1
 20 1

List of Butter consumed

1851

Oct 8 1 6 tubs 30 lb pr tub Sept 26 1.80
 16 1 Nov 4 lb 1 tub .30
 27 1 27 Dec 25 " 1 " " 30
 1852 March 12 " 2 tubs 62
 Oct 27 1 " 1.15
 4.17

List of Bread and Molasses consumed in G. Scotland

| Bread | | | | Molasses | | | | Gallons |
|----------|---|------|---|----------|----------------------|--------|---|---------|
| June 30 | 1 | task | " | 1 | July 4 th | 1 | " | .30 |
| July 20 | 1 | " | " | 1 | 25 | " | " | .30 |
| Sept 2 | 1 | " | " | 1 | August 4 | " | " | .30 |
| " 16 | 1 | " | " | 1 | 31 | 1 task | " | 1.01 |
| Oct 3 | 1 | " | " | 1 | Oct 15 | 1 | " | 1.02 |
| 15 | 1 | " | " | 1 | Dec 9 | 1 | " | 0.82 |
| Nov 2 | 1 | " | " | 1 | March 10 | | | |
| 28 | 1 | " | " | 1 | June 27 | | | 1.75 |
| Dec 18 | 1 | " | " | 1 | | | | .82 |
| Jan 15 | 1 | " | " | 1 | | | | |
| March 10 | 1 | " | " | 1 | | | | |
| April 6 | 6 | " | " | 1 | | | | |

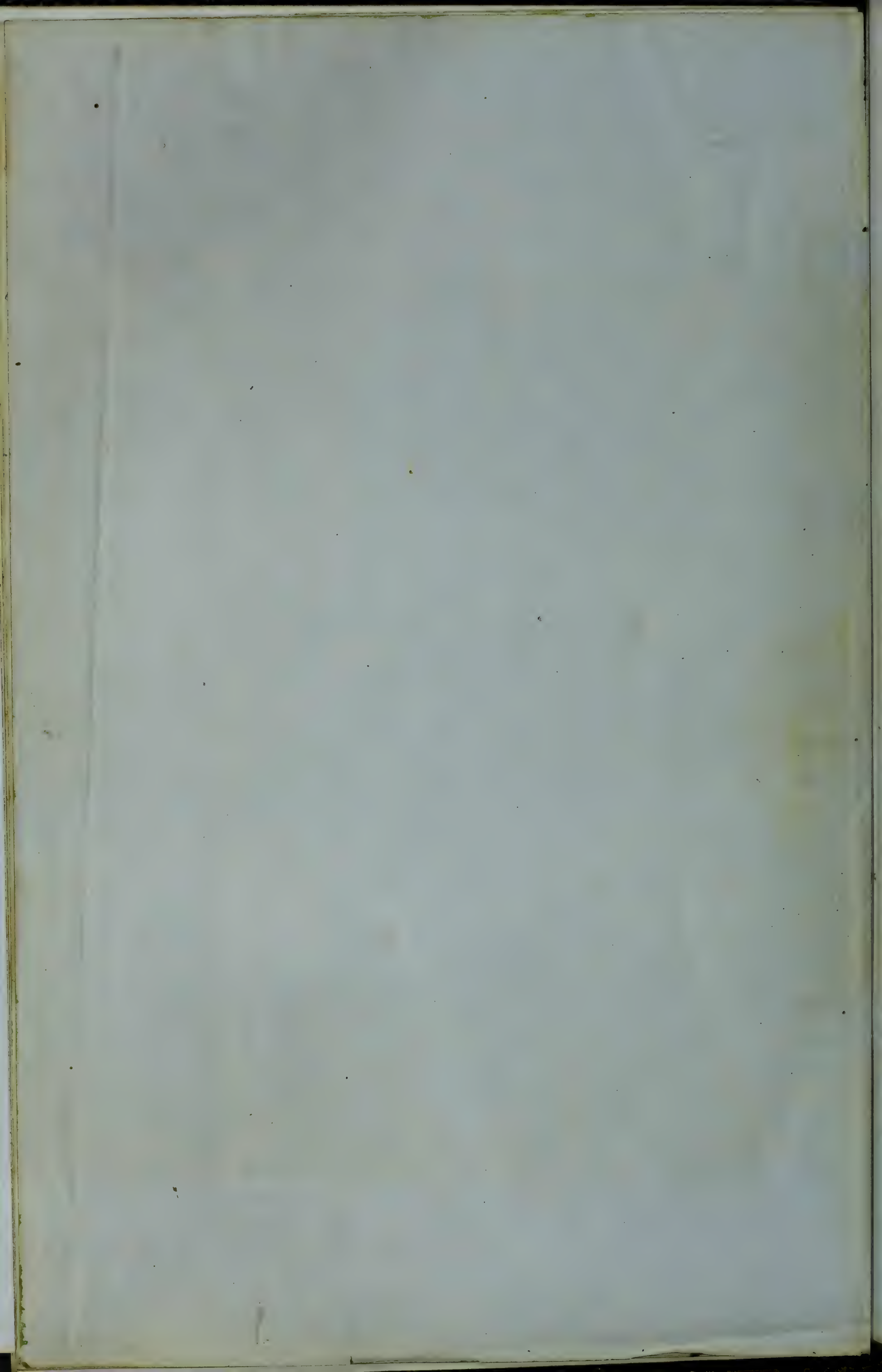
List of Paint used on board

3 Kegs white paint
 2 " black do
 1 tin do
 1 keg green paint

and List of Water Consumed on Board Ship Scotland

July 1. 1861 1 Cask " 189 " gallons "

| | | | | |
|---------|---|---|---|-------|
| " 4 | " | 2 | " | 323 " |
| " 11 | " | 2 | " | 323 " |
| " 18 | " | 2 | " | 324 " |
| " 25 | " | 3 | " | 440 " |
| Aug 1 | " | 2 | " | 417 " |
| " 13 | " | 2 | " | 450 |
| " 27 | " | 2 | " | 416 |
| Sept 3 | " | 2 | " | 541 |
| " 18 | " | 1 | " | 260 |
| " 23 | " | 1 | " | 270 |
| " 24 | " | 1 | " | 150 |
| Oct 3 | " | 2 | " | 531 |
| " 15 | " | 2 | " | 538 |
| " 26 | " | 2 | " | 555 |
| Nov 2 | " | 1 | " | 267 |
| " 7 | " | 1 | " | 303 |
| " 14 | " | 3 | " | 604 |
| " 25 | " | 1 | " | 134 |
| Dec 3 | " | 2 | " | 418 |
| " 11 | " | 2 | " | 628 |
| " 21 | " | 2 | " | 421 |
| " 31 | " | " | " | " |
| Jan 2 | " | 5 | " | 806 |
| Feb 15 | " | " | " | " |
| " 15 | " | 2 | " | 420 |
| March 1 | " | 2 | " | 514 |
| " 14 | " | 2 | " | 514 |
| " 25 | " | 2 | " | 426 |
| " 31 | " | " | " | " |
| April 1 | " | 2 | " | 514 |
| " 15 | " | " | " | " |
| " 30 | " | " | " | " |



20
21
22

26
27
28

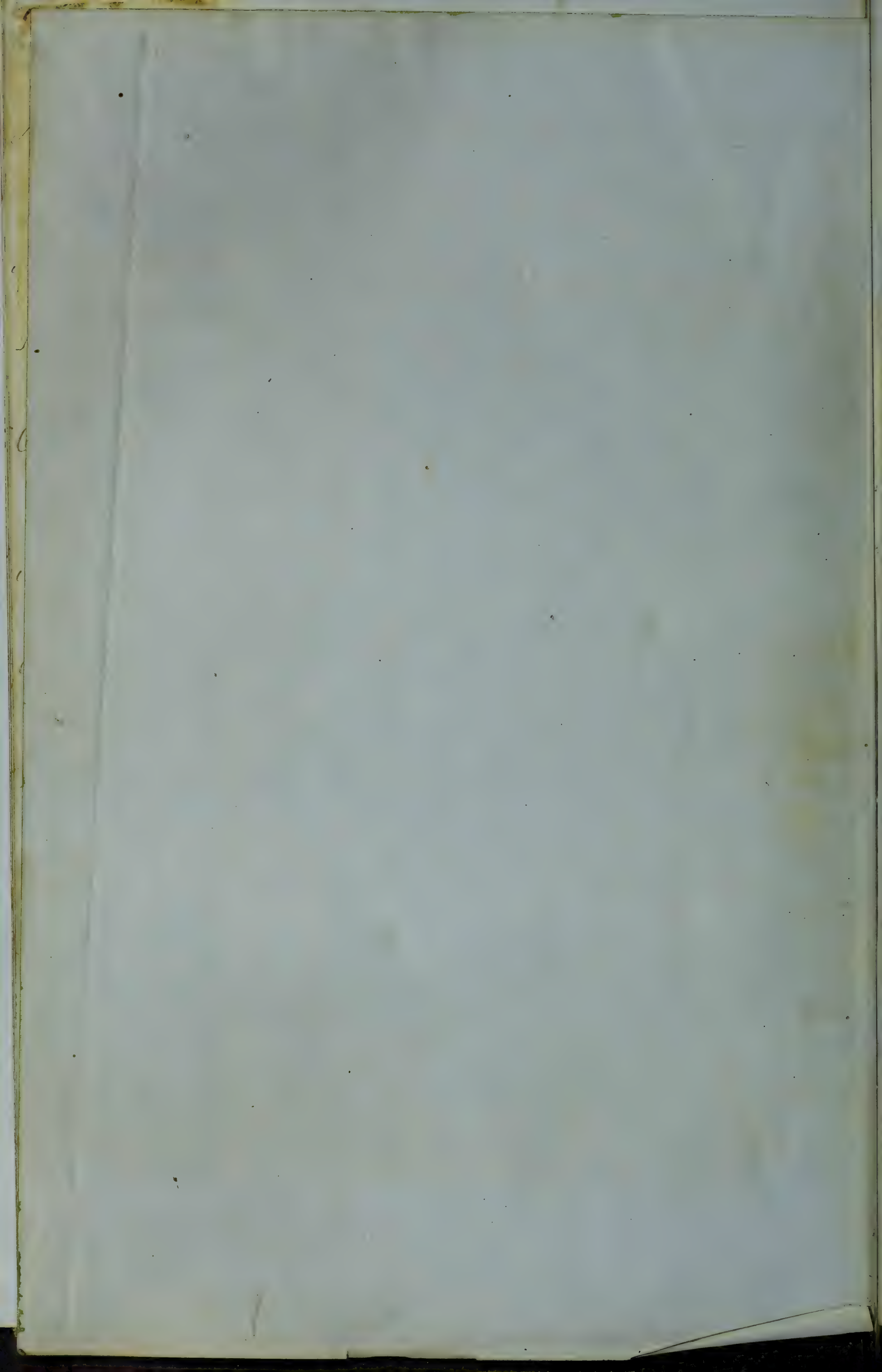
A List of Water Consumed on Board Ship Scotland

July 1. 1861. 1 Cask = 169 gallons.

| | | | | |
|----------|---|---|---|-----|
| " 14 | " | 2 | " | 323 |
| " 11 | " | 2 | " | 333 |
| " 15 | " | 2 | " | 324 |
| " 20 | " | 3 | " | 440 |
| Aug 4 | " | 2 | " | 437 |
| 13 | " | 2 | " | 450 |
| 27 | " | 2 | " | 416 |
| Sept 3 | " | 2 | " | 541 |
| 18 | " | 1 | " | 260 |
| 23 | " | 1 | " | 270 |
| 24 | " | 1 | " | 150 |
| Oct 3 | " | 2 | " | 531 |
| 15 | " | 2 | " | 538 |
| 26 | " | 2 | " | 555 |
| Nov 2 | " | 1 | " | 267 |
| 7 | " | 1 | " | 306 |
| 11 | " | 3 | " | 604 |
| 25 | " | 1 | " | 334 |
| Dec 3 | " | 2 | " | 418 |
| 11 | " | 2 | " | 628 |
| 21 | " | 2 | " | 421 |
| " | " | " | " | " |
| Jan 2 | " | 5 | " | 806 |
| Feb 15 | " | " | " | " |
| 15 | " | 2 | " | 520 |
| March 11 | " | 2 | " | 414 |
| 14 | " | 2 | " | 514 |
| 25 | " | 2 | " | 426 |
| Apr 1 | " | " | " | " |
| 14 | " | 2 | " | 516 |
| " | " | " | " | " |

29

534



34/ 26
285
540

